VOLUME VI NUMBER 22

June 17, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

RACING★TRAVEL★ACTION

Bart Takes Point Lead At Louisville National

Pretty Patty O'Keefe isn't brand conscious. She works for Richfield oil, yet decorates a Hodaka, imported by a subsidiary of Shell Petroleum. She's here to remind you not to miss the Carlsbad/Cycle News Cycle Circus at Carlsbad Raceway this weekend. Photographer: Dick Wright.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION Motorcycle Clubs — Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY FRIDAY NIGHT
SPEEDWAY RACING starting June 13 at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m. (see ad this issue).

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

TUES. Through FRI., JUNE 10-13th

1969 BAJA 500, by NORRA, Ensenada, Baja, Cal. Purse: 40% entry fees received; entry fees; $250 before May 1, $350 after May 1. Contingencies.

FRIDAY, JUNE 13th

SPEEDWAY RACING, Orange County Fair Grounds, Costa Mesa, Cal., season opener, info: (213) 335-8970.

VIEWFINDERS TROPHY PRESENTATION, Warner Bros. Studios, Stage 1. Only Riders of race and guests will be admitted.

TT RACES, $600 purse, AMA sanctioned, Oregon Sidewinders track, Clackamas, Ore. 8 p.m. Info: 632-3857 after 7 p.m. or 234-7388 days in Oregon City, Ore.

SATURDAY, JUNE 14th

SHORT TRACK, Sacramento National Raceway, by Sacramento Trackers M.C., sign ups and practice, 6-7:30 p.m., race 8 p.m.

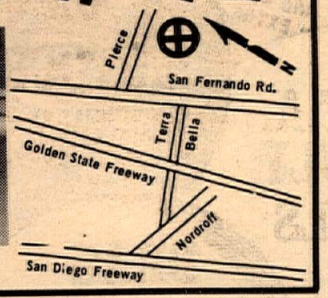
TT RACES (Night), AMA, Castle Rock, Wash. Fairgrounds, Infor: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

GRASS TRACK SCRAMBLES, by Lightweights MC, Carlsbad Raceway, 7 a.m. signup, 8 a.m. start. Progressive program, 50cc-Open. Traction optional. $2 entry. Trophies. Info: (213) 425-5730.

SPORTSMAN SCRAMBLES, AMA points, all classes, at Oregon Sidewinders MC track in Clackamas, Ore. 7 p.m. Info: 632-3857 after 7 p.m., 234-7388 days in Oregon City, Ore.

ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

Admission $2.50
Dude Criswell Presents
Authentic European
Children under 12 free
Motorcycle SPEEDWAY
22 Event Program
Every Sat. Night
8:30 p.m.
Whiteman Stadium
13020 Pierce St.
Pacoima
Free Parking



MOTOCROSS
GRAND FINALE
Golden State Series
ALL NEW
Prize Money
For Experts
More
Trophies to Jr.'s
(Gates close 11 p.m. sharp)
Graded Course
Sprinkling System -
- NO DUST
JUNE 15TH
Carlsbad Raceway
Championship Trophies in All Classes
Mail entry $5.00
(mail entries close June 11th)
Post Entry $10.00
Gates Open 7:30 a.m.
Practice 8:30 a.m.
First Race 11:00 a.m.
Mail entries to: CMC Box 1334, Huntington Beach, Cal. 92647

SAT. & SUN., JUNE 14 and 15th

PRODUCTION ROAD RACE, Carlsbad, Cal. $1000 cash and merch. purse. Mail entries to Carlsbad Raceway, Box 26, Carlsbad, Cal. 92008. Start pos. determined by postmark. 0-200cc 200 miles Sat., 201-Open Sun. Pacific Coast Championship.

CARLSBAD-CYCLE NEWS CIRCUS, Two days of simultaneous action, road races described above plus Grasstrack TT and family trials, night drags, plus 1/8 mile drags for dirt bikes, Sunday's events in addition to the championship road race, Grand finale of CMC trip-to-England series, wheelie contest, plus more events to be announced. Use the discount coupon on page 27.

2nd ANNUAL HEMET TOUR by Terrapins M.C. Sign in and finish at Farmer's Fairgrounds, Hemet, Calif. Sign in from 8 p.m. Fri. June 13th, to 1 p.m. Sat. June 14th. Parade, best dressed competition, motorcycle judging, field events, etc. Mail and post entry. Info: (213) 835-0778; (714) 281-2150.

NATIONAL TRIALS CHAMPIONSHIP at Wichita, Kan. has been cancelled and combined with the Zuni event. See listing below under Sat. and Sun. June 21 & 22nd.

MIKE STEWART MEMORIAL ENDURO Lee's Camp, Ore. two days, 200 miles. AMA, all proceeds to American Cancer Society. Info: Bob Schwarz, (503) 771-2070.

SUNDAY, JUNE 15th

HARE SCRAMBLES, by 100's M.C., 2nd Annual 100 miles. Limed from California City, Cal. Dist. 37 points. Info: 332-8409 or 332-4959 after 5 p.m.

MINI-BIKE RACES Saddleback sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

RIDING SCHOOL, S.C.T.A. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

DIRT TRACK RACES, four miles east and five miles north of Jerome, Idaho. Class C traction. Races 2 p.m. Rain or shine.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

MOTO-CROSS, GOLDEN STATE Series C.M.C. points, Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Bch., Calif. 92647. (714) 539-3328.

HILLCLIMB, Hall Ranch, Cycle Hills, AMA, by Campbell M.C. Morgan Hill, prac. 9:30 a.m., 11:30 start. All classes plus unlimited exhibition climb.

TT SCRAMBLES, by Perris Valley MC, 1 mile sw of Perris by hwy. 74. AMA points, lightweights 9-2, heavies, 2 p.m. $2 entry.

ACA MOTOCROSS, Bay Mare Ranch, Cal., 100cc-Open Sportsman, and 125cc, 250cc, 500cc Senior. Pi ts open 8 a.m., first event 11:30 a.m. Info: (714) 528-4290.

TT SCRAMBLES, South Bay Speedway, by Mesa MC, Chula Vista, Cal. Trials and practice, 10, races noon. Class C traction.

SPORT RIDING, Open practice. Huntington Beach Cycle Park, 9 a.m. – 4 p.m. $1.50 per rider.

MOTOCROSS, by Marin County M/C Assn., Chima Camp, Cal. Sign up 9 and races 10:30 a.m. $2.50 entry. AMA. Info: (415) 457-9468.

MOTOCROSS, Deadman's Point, Apple Valley, Cal., by High Desert Racing Club, free entry to riders, trophies, all classes, gates open 8:30, races 11 a.m. Info: (714) 247-7473 eves.

FRIDAY, JUNE 20th

TT RACES, $600 purse, AMA sanc. at Oregon Sidewinders M.C. track in Clackamas, Ore., S. of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore., 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SAT. & SUN., JUNE 21-22nd

SILVER CUP RUN by Silver Eagles.

NATIONAL TRIALS CHAMPIONSHIP, Zuni, New Mexico, Pan American Racing Assn., (FIM) Info: Pan American Racing Assn., (trials div.), 5326 E. Harry St., Wichita, Kan. 67218.

SATURDAY JUNE 21st

SPORTSMAN SHORT TRACK, Sacramento Raceway, Cal., AMA sanctioned, Signups and practice 6-7:30, races 8 p.m. Info: 783-7588 or 481-6527.

SHORT TRACK, Santa Rosa, Cal., at Chris Beck Arena, AMA, sign up 4:30, races at 6:30 p.m. by North Bay MC.

SPORTSMAN SCRAMBLES, AMA points, Oregon Sidewinders MC track in Clackamas, Ore. Five classes, 7 p.m. start. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore. 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SUNDAY, JUNE 22nd

2nd ANNUAL MOVIELAND MOTOR REVUE, antiques, classics, sports cars, customs, hot rods, dune buggies, and motorcycles. Universal City Studios, Universal City, Cal. 8 a.m. to 5 p.m. Info: A World On Wheels Inc., P.O. Box 361, Lynwood, Cal. 90262.

AFM GRAND PRIX ROAD RACE, Vaca Valley Raceway, Vacaville, Cal., pre-entry by June 18th, First race Noon. Info: (415) 588-6526.

TT SCRAMBLES, Bay Mare track, by Scramblers M.C. Grand Prix TT, Dist. 37 point race. Info: (213) 363-9130 or 342-6737.

ACA MOTOCROSS, Saddleback Park, Orange, Cal., semi-final championship. All classes 100cc thru Open Sportsman and 125cc, 250cc, 500cc Senior. Pits open 8 a.m., first event 11:30 a.m. Info: (714) 528-4290.

HARE SCRAMBLES, '69 Desert Classic, by So. Cal. MC. Limed from Red Rock Canyon, Cal. Three 30 mile loops, trail bikes go two loops, 9 a.m. start. Trophies or merch. option to winners.

MOTOCROSS, by Golden Eagles MC, Dallas, Tex. International type course, six miles S.E. of Dallas on Hwy. 175 at Bruton Rd. 4 classes, distinctive trophies, 1 p.m. start, Info: (214) FL 8-5577 or AT 6-3873.

MOTORCYCLE RACES, Ranier Rodeo Grounds, Ranier, Wash. by Ranier Sportsmans Club. Practice 12:30, races 1 p.m.

ENGLISH TRIALS, Canyon Crest area of Riverside, Calif. S.C.T.A. sanctioned, sign up 8:30, Trials at 10 a.m. Spectators and scorekeepers welcome.

MOTOCROSS, Santa Maria Speedway, Cal., Dist. 35 points, AMA, $1.50 ride or watch, powder puffs, practice 10, races noon. By Lompoc Slo-Pokes MC. Info: Ernie, (805) RE 6-6362 or Chuck, (805) RE 4-4716.

TT SCRAMBLES, Huntington Beach Cycle Park, sign-up 10-12, practice 11. 7561 Talbert Ave. Park points. Info: 897-4458.

SAT. & SUN., JUNE 28 AND 29th

2nd ANNUAL HOPETOWN SCRAMBLES, by Dirt Diggers MC, Hopetown, Cal. Sat. 0-250cc, powder puff, 0-200cc starts at 8:30 a.m. 250cc start 1 p.m. Sun. 350-Open and sidehacks, 9 a.m. start. Dist. 37 points. Mail entries to DDMC, 19308 E. Aguiro St., Rowland Hts., Cal. 91745. Info: (213) 964-5076.

NIGHT OWL RUN, San Diego, Cal., by S.D. Harley-Davidson. Sign in 12-4 p.m., Sat., 929 India St., first check point 929 India St., 1 a.m. Sun.

MOTOCROSS
JUNE 15
aca
sanctioned

RACES START 10:30 a.m. ★ BAY MARE RANCH
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES
All New Course
(never run before)
Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call
ACA (714) 423-4290.

CROSS COUNTRY TRAIL BIKE RACE, Zuni, New Mexico, Minum purse, $500, 125cc limit, Info and entry forms, Professional Trail Racing Assn., P.O. Box 18385, Wichita, Kan. 67218.

ACA 2nd ANNUAL 12-HOUR PROD. GRAND PRIX, Willow Springs Raceway, Rosamond, Cal., 6-hour Lightweight event on Sat., 12-hour Heavyweight event on Sun. Info and entry forms from ACA P.O. Box 247, Fullerton, Cal. 92632 or call (714) 528-4290.

SATURDAY, JUNE 28th

TT RACES (Night), Castle Rock, Wash. Fairground. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SHORT TRACK, Santa Rosa, Cal., at Chris Beck Arena, AMA, sign up 4:30, races at 6:30 p.m. by North Bay MC.

SUNDAY, JUNE 29th

SCRAMBLES, Saddleback sanct. Saddleback Park, 2455 Orange, Orange, Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

EUROPEAN SCRAMBLES, by Spoke Benders MC Inc. 6 mi. E. of Hi-Vista Store, Cal. Two courses, Dist.37 points.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Practice 8:30 a.m., race 11. Free entry. Info: (714) 247-7473.

9th ANNUAL POKER RUN, Sonora, Cal., 90 miles of scenic mother lode, start at David Bird's M/C shop, sign up 10-11 a.m. AMA.

AMA NATIONALS

June 13-15, 1969, Fri-Sat-Sun.
100 MILE NATIONAL CHAMPIONSHIP ROAD RACE, New England Motorcycle Dealers Association, Inc. Bryar Motor Sport Park, Loudon, New Hampshire.

June 22, 1969, Sunday
15 MILE NATIONAL CHAMPIONSHIP MINI ROAD RACE, Pittsburgh Racing Association, Inc. Heidelberg Raceway, Carnegie, Pa.

June 27, 1969, Friday
25 LAP TT NATIONAL CHAMPIONSHIP (Night), Howard Tiedt, Santa Fe Speedway. Hinsdale, Ill.

June 29, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Charity Newsies, Ohio State Fairgrounds, Columbus, Ohio.

July 6, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc., Inc. Santa Clara County Fairgrounds, San Jose, Calif.

July 12, 1969, Saturday
50 LAP TT NATIONAL CHAMPIONSHIP (Night), Agajanian Enterprises, Inc. Ascot Park, Gardena, Calif.

July 19, 1969, Saturday
30 LAP TT NATIONAL CHAMPIONSHIP (Night), Mt. St. Helens M.C. Inc., Castle Rock Fairgrounds, Castle Rock, Wash. Practice & Qual. July 18 (night).

Hopetown All State Scrambles
JUNE 28 & 29
Dirt Diggers North will be there, WILL YOU?

See'em Ride at SADDLEBACK PARK!
June 15 – Mini-Bike Meet; SCTA Riding School
June 22 – ACA Motocross Semi Final.
June 29 – Saddleback Scrambles SCTA Riding School
July 13 – ACA Motocross; SCTA Riding School
Ride'em Yourself at SADDLEBACK PARK!
Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50
Miles of Trails Acres of Fun
Box 2455, Orange Cal. 714/639-5832

DIRT DIGGERS M.C.
ALLSTATES CHAMPIONSHIP SCRAMBLES
2nd ANNUAL
HOPETOWN JUNE 28 & 29
Brought to you by Dist. 37 No. 1 Heavyweight Scrambles Club, out of state riders given special consideration

SAT. JUNE 28
0-250cc All Classes and Powder Puff 0-200cc All Classes Start 8:30 Post Entry Closes 8:00. 250cc All Classes Start 1:00. Post Entry Closes 12 Noon.

¾ Mi. Scrambles Course-Traction Optional Concessions Fun

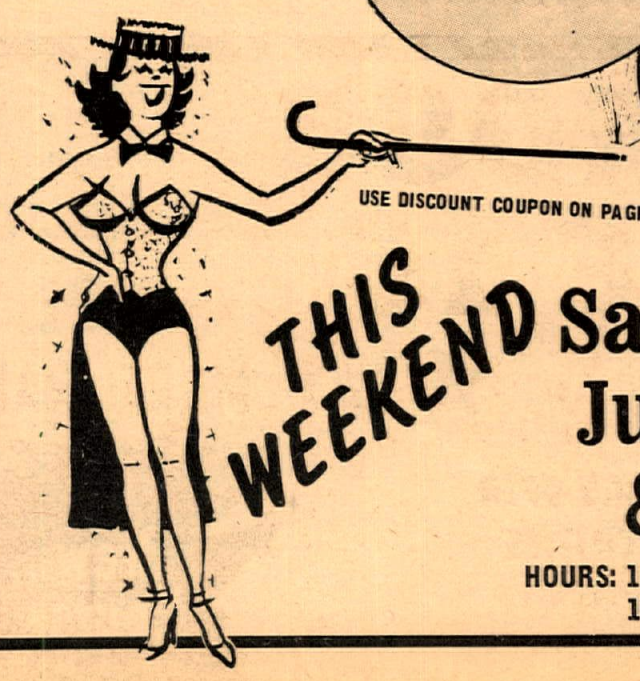
SUN. JUNE 29
350-Open All Classes and Sidehacks. Start 9:00. Post Entry Closes 8:30 Sharp.

MAIL ENTRY – $5.00 includes 2 adults and 2 childs admission tickets. Entries close June 10. Mail to – Dirt Diggers M.C., 19308 E. Aguiro St., Rowland Heights, Calif. 91745. Official D.D.M.C. Entry blanks Only. Info. Phone 964-5076 – OR 8-2868.

POST ENTRY –$5.00 RIDER PAYS HIS OWN ADMISSION TO HOPETOWN

MOTORCYCLE CIRCUS
10 Ring Spectacular!
INVITE SOMEONE YOU LIKE TO THE
PRESENTED BY CARLSBAD RACEWAY & CYCLE NEWS

EVEL KNIEVEL – JUMPS AT 8 P.M. SAT., 2 P.M. SUN. FIRST TIME APPEARANCE IN SAN DIEGO AREA FILMING ON LOCATION AT CIRCUS FOR MOVIE "COLOR ME LUCKY" COME AND BE AN EXTRA
A.F.M. 200 & 300 MILE PRODUCTION ROAD RACES – UP TO 200cc SAT. 200 – OPEN SUN. $1,000 CASH PRIZES (FOR 2 DAYS)
CMC MOTOCROSS – GRAND FINALE OF GOLDEN STATE "TRIP TO ENGLAND" SERIES. WHO WILL WIN THE COVETED TRIP?
S.C.T.A. FAMILY TRIALS
GRASS TT – By Lightweights M.C. Signup 7:am Saturday
DRAG RACES – 1/8 MILE DRAGS FOR KNOBBY TIRE BIKES! $2 ENTRY, CHAMPIONSHIP TROPHIES
FREE MIDWAY – FEATURING YOUR FAVORITE GOODIES!
Sidehack Association SIDE HACK RACES – FREE OVERNIGHT CAMPING
Elimination HILLCLIMBS – YOU'VE NEVER SEEN ANYTHING LIKE IT!
COME ONE, COME ALL. CASH PRIZE FOR WINNER. WHEELIE CONTEST – TWO BIKES AT A TIME FOR EXTRA ACTION



USE DISCOUNT COUPON ON PAGE 23

THIS WEEKEND Sat.& Sun. June 14th & 15th
HOURS: 10 A.M. TO 10 P.M. SATURDAY
10 A.M. TO 5 P.M. SUNDAY

DIRECTIONS TO BEAUTIFUL, COOL CARLSBAD RACEWAY: TAKE PALOMAR TURNOFF FROM INTERSTATE 5 (COAST HIGHWAY) IN TOWN OF CARLSBAD, 9 MILES EAST TO RACEWAY. ONLY 90 FREEWAY MILES FROM L.A.

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.
Second Class Postage paid at Long Beach, Calif.
Editorial stories, cartoons, photos, etc. are welcome and will be paid for on the 15th of every month for material published the previous month (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.
Reprinting in whole or in part expressly forbidden except by permission of the Publishers.
Advertising rates and circulation information will be sent upon request.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail. $7.50

NATIONAL ADVERTISING DIRECTOR. . . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

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State Cycle News (East)
P.O. Box 13, Amherst, Ohio 44001
Tel. (216) 984-2433

VOICES OF THE WEST

JONES IS HOME

Just a note to thank you for the help and support you have given the Chuck ("Corky") Jones Recovery Fund. It's at the $4,000 mark now, or I should say, was. Bringing him home depleted it. We are still pushing for the $10,000 goal. His medical expenses are now running $95 a day.

His other great need is visits from all you great motorcycle people. He needs the encouragement you can give. You can visit any time from 10 a.m. to 8 p.m. at Rancho Amigo Hospital, 7601 E. Imperial Hwy., Downey, Calif. 90242.

E SMITH
Monrovia, Cal.

VERITABLE FOUNTAIN OF PULCHRITUDE

I am very interested in the gorgeous trophy girls that have been trophy girls at Ascot this past few weeks. Hats off to J.C. Agajanian for the extra added treat. I think it's a very important event at the track. I know the riders, both winners and losers love it. Can you tell me his source of supply for these girls and who is the fellow called Gentleman Jim who seems to be their escort each week?

LARRY STOKES
Long Beach, Cal.

COMMENT: Jim Herod is the ladies' escort and he does cut a fine figure each week, doesn't he? One of the ladies informed us she was a dancer at the Whale House in Santa Monica between trophy presentations. As for the others, you'll have to pry information out of Jim. He can be found at Long Beach Honda.

RESCUE 3's TURN TO SAY THANKS

Rescue 3 Inc. brought its fund raising drive to a close on May 26, 1969. We wish to thank the clubs, members and district 37 for the fine support we received.

As you know, the proceeds are going toward our new communications system. This is a big venture for our group and we could not get it off the ground without your help. The system will not be complete for a long time to come fur the first units should be equipped by mid-summer.

Winners in the May 26 drawing are, Hodaka, Bernie Segar, Santa Paula, Calif. Shotgun, Bob Nemann Sr. 100s M.C. Radio, Sgt. Houck, U.S.M.C. Nebo, Calif.

Again, our heart felt thanks, see you in the desert.

RESCUE 3 INC.
Barstow, Calif.

CYCLE NEWS RECOMMENDS...

I am considering buying another motorcycle and would like to know the opinion of your newspaper on it.

I now have a 1968 BSA 441 Victor. I like to go hillclimbing and trailing on rabbit and cowtrails in the hills and mountains and sometimes bombing across the desert (in that order).

My Victor has the power I want but I would like all I can get and more. I consider myself hard on a bike. I will tell you the good and bad points of my Victor, in my opinion so you can apply it to the new one.

GOOD: Low end power, four cycle, sound. BAD: Reliability, weight, comfort (in that order).

I weigh about 180 lbs, am 6' tall and 24 years old. I hope you can help me to decide what to get.

MELVIN HELIT
Sylmar, Calif.

COMMENT: We never recommend motorcycles. However, there is no reason why your Victor shouldn't be reliable. Any more powerful, more comfortable bike would probably be heavier. Maybe it's time you traded for a new bike, as off-road use wears out a machine rapidly. Or consider replacing shocks, fork seals and electric parts so your Victor will FEEL like a new bike again.

HATS OFF TO NORTH BAY

On May 17th I went north to race a short track event in Santa Rosa, put on by the North Bay M C. Boy I can't say enough about this club! I have never been to such an organized meet, class C or other wise.

This club really works to put on an event. The men's wives work also, like at the pit gate, scoring and selling programs so their husbands can race.

This was the season opener, they drew close to 175 bikes, and finished the show by 10:15, with a wheelie contest during intermission. The trophies were great.

To top things off they donated over $1300.00 to the mentally retarded.

The only thing wrong with this club, is they never seem to report to the papers. But I guess there isn't much use, they have the best game in town. There was standing room only by 7:30 and close to 175 riders speaks for itself. You couldn't dig up that many riders in the 3 flat track events held here in Southern California.

Hat's off to President Steve Sharpe and the entire North Bay M C for a heavy race!

CARROLL F. SKOV
Fountain Valley, Cal.

Invite Someone You Like to The Carlsbad/Cycle News Circus

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

STATE MOTOR-VEHICLE REGISTRATIONS—1968

Compiled for the calendar year from reports of State authorities

STATE	AUTOMOBILES	MOTORCYCLES PRIVATE	MOTORCYCLES PUBLICLY OWNED
Alabama	1,445,865	26,839	454
Alaska	88,687	6,216	-
Arizona	723,840	25,220	240
Arkansas	716,002	16,025	25
California	9,314,496	395,228	6,174
Colorado	994,194	28,365	183
Connecticut	1,446,251	23,286	214
Delaware	239,269	3,631	30
Florida	3,167,146	63,426	1,253
Georgia	1,870,944	32,991	338
Hawaii	315,289	9,547	99
Idaho	321,982	22,541	86
Illinois	4,358,260	90,476	621
Indiana	2,204,462	64,543	308
Iowa	1,335,317	41,824	158
Kansas	1,078,238	33,593	743
Kentucky	1,330,851	27,260	129
Louisiana	1,318,024	24,977	163
Maine	385,633	6,357	17
Maryland	1,491,429	23,400	70
Massachusetts	2,104,396	30,917	-
Michigan	3,734,339	105,446	1,044
Minnesota	1,678,755	60,516	316
Mississippi	790,540	12,175	11
Missouri	1,858,293	38,036	45
Montana	303,964	16,965	67
Nebraska	664,121	19,029	84
Nevada	228,592	13,113	149
New Hampshire 7/	304,066	7,400	-
New Jersey	2,983,498	38,502	882
New Mexico	434,657	14,939	75
New York	5,647,505	74,949	683
North Carolina	2,036,631	32,448	385
North Dakota	265,384	9,373	48
Ohio	4,845,218	122,837	556
Oklahoma	1,154,970	34,598	119
Oregon	1,008,475	36,760	310
Pennsylvania	4,845,936	113,612	662
Rhode Island	402,034	6,455	257
South Carolina	1,020,375	12,342	116
South Dakota	284,646	9,555	28
Tennessee	1,543,887	29,824	141
Texas	4,792,373	92,568	1,227
Utah	448,142	16,555	96
Vermont	171,347	5,291	-
Virginia	1,724,400	24,846	242
Washington	1,558,864	46,637	490
West Virginia	641,122	20,210	60
Wisconsin	1,693,341	59,655	436
Wyoming	146,725	6,817	26
Dist. of Col.	235,325	2,679	258
Total	83,698,100	2,080,794	20,118

The New Image

By Chuck Clayton

PSYCHIATRIST DISCOVERS "MOTORCYCLE SYNDROME"

According to Dr. Armand M. Nicholi Jr. of the Harvard University psychiatry department, motorcyclists are likely to be "weak and impotent with a poor self-image and a deep-seated fear of women."

Nicholi analyzed nine Harvard students to gain some insight into the "epidemic of trauma" resulting from the "motorcycle craze."

The Doctor coined the phrase "motorcycle syndrome" in his report to the American Psychiatric Association, meeting in Miami Beach. He said the "syndrome" consists of the following characteristics:

1. Unusual preoccupation with the motorcycle. When not actually riding it, the patient dreams of doing so continuously. The mere sound of a distant motorcycle will set off "vivid fantasies." 2. Impotence. "The anxiety resulting from failure to perform sexually is often alleviated by riding a motorcycle. There is persistent doubt about his masculine competence." 3. "A fear of tall, broad-shouldered, sexually aggressive girls who initiate relationships by expressing admiration for the motorcycle or asking to ride it." 4. "A haunting fear of bodily injury, mutilation... and death while riding the motorcycle." 5. History of accident proneness from early childhood. 6. "A minimum of physical or intellectual activity. Little ability to compete academically, socially or athletically."

"This syndrome," Dr. Nicholi admits, "does not include everyone who enjoys riding a motorcycle." Right you are, Doc. But you sure nailed my psyche, there. Probably saved me hours of expensive couch time, too. Because I've got the motorcycle syndrome in the worst way, and I've never been to Harvard, even.

I'm always thinking about riding. The sound of a distant motorcycle makes me wish I was riding and not sitting here, tickling this typewriter. Guess that's my number 6 at work. And I often wondered about my "masculine competence," when little girls on trailbikes skip past my 40-incher on enduros.

But I didn't think anybody else shared #3 with me. That's this tall, broad-shouldered girl, dig, who's always asking to ride my bike. It's my wife. But I got her a bike of her own and that solved the problem (whew!). Accident proneness, you bet. I'm always skinning my knuckles when I change spark plugs and mom tells me I fell on my head twice as a child.

And you really hit it with number 4. Whenever I ride in traffic I worry about all those maniac cage-drivers doing me in. I think it's a healthy phobia though Doc, don't you? It keeps me from being accident prone.

I'm really glad you studied those nine Harvard students. Now I know what it is I've got. I've got motorcycle syndrome. Guess I'll take the rest of the day off and go riding to recuperate.

Guest Editorial

By Al Mark

S.D. A.F.M. SCORES SUCCESS

The San Diego chapter of the AFM scored a well deserved success on May 18, at Carlsbad Raceway near Del Mar, Calif. The group looked very professional in every department. The technical inspection was quick and fair and I might add even helpful, as Tech Inspector Dave Evans was lending a tool or two, to any rider with small problems so as to expedite the matter.

The events were run off like clockwork, with a minimum of accidents, and a maximum of action. I mention this for two reasons, first, Carlsbad is not too well known, so to anyone who is not a road race rider I suggest that you attend a race at this track, as it is a very good spectator track, and a very scenic drive along the coast. Second, and more important, is to give credit where credit is due.

One seldom hears anything complimentary about the workers who put much effort into these events, so here goes: My compliments to Don Vesco, Dave Evans and the entire San Diego group, well done. (The L.A. chapter might take notes!)

And now the news.

Money, Money, Money.

That's the word that seems to be most frequent on the lips of the cycle racers. I do not mean to imply that they are mercenary, not at all (well, maybe a few). I refer to the rising cost of racing. This plight is not common to the United States alone: there are wails echoing from all areas of the globe. However we are concerned with what is going on here.

NOTE: The editors do not necessarily agree with the opinions expressed in this department, but publish them in the interest of free speech. Equal space will be provided to any who wish to take issues with the statements offered here.

Motorcycle racing is more popular and more prevalent than ever before. On any weekend you may attend many kinds of cycle races. I dare say a spectator could go broke if he tried to attend them all.

Many riders and tuners are finding out that it is just too much to try to do everything. So most racers have become specialists, concentrating on one or two types of racing. Which type of racing costs the most? Many disagree, but in my opinion road racing is the most expensive. Here are several reasons: There are three separate groups sanctioning pavement contests in the So. Calif. area, the A.M.A., A.C.A. and A.F.M.

In order to ride in all the clubs you must be licensed, at a grand total of nearly $50.00 per year. This year the entry fees in two clubs were increased, also the gate admission was hiked slightly. Now if you ride A.M.A. events you pay your entry and go in through the pit gate – that's it. However if you ride A.F.M. or A.C.A. events you pay $2.00 to $2.50 per person to enter the track,

(Continued on page 24)

ORANGE COUNTY INTERNATIONAL RACEWAY JUNE 1, 1969

1st Place - Open Production
Jack Simmons
2nd Place - Open Production
George Kerker
Norton COMMANDO 'S'
1st Place - Open Grand Prix
Jack Simmons Norton

San Bernardino M.C. HARE SCRAMBLES June 1, 1969

1st Place - Open Expert
Tom Maxwell Norton

LIONS DRAGS June 1, 1969

1st Place- C Street
George Jonovich
1st Place - C Gas
Moulders & Johnson
Norton COMMANDO 'S'

ARIZONA

Douglas
Cochise Harley-Davidson Sales
201 16th Street

Mesa
Pete's Cycles
1710 N. Country Club Dr.

Phoenix
Salems Motorcycles
3839 N. 7th St.

Tucson
Eastside Cycle
4940 E. 22nd St.

Yuma
Yuma Cycle
1042 4th Avenue

CALIFORNIA SOUTH

Burbank
Roehr Bros., Inc.
317 N. Victory Blvd.

Compton
Jack Simmons Motorcycles
15514 So. Atlantic Blvd.

El Cajon
Grove Kawasaki
560 El Cajon Blvd.

Fontana
Yamaha of Fontana
9008 Sierra

Gardena
Nelson & Son Motorcycle Shop
15930 So. Western

Inglewood
Crowell's Cycle Shop
10427 Prairie

Inglewood
Suzuki City
728 S. La Brea

Lancaster
Don & Ray's Motorcycle Shop
1223 W. Avenue 'I'

Lomita
T & O Yamaha
24020 Narbonne

Long Beach
Bellmont Motorcycles
2401 E. Anaheim

No. Long Beach
Ace Bike Shop
1100 E. Artesia

Los Angeles
Barney Tillman's Sport Center
6027 Whittier Blvd.

Montebello
Steve Hurd Motorcycles
1405 Olympic Blvd.

National City
Sonny Angel Motorcycles
34 East 18th Street

Oceanside
Honda Oceanside
3030 San Luis Rey Rd.

Oildale
Griffs Motorcycle Co.
117 Roberts Lane

Ontario
Clarey's Cycle Center
4945 Mission Blvd.

Oxnard
Suzuki Sports Center
4200 Saviers Rd.

Pacific Beach
Pacific Yamaha
1556 Garnett St.

Redondo Beach
So. Bay Motorcycles
213 So. Pacific Coast Hwy.

Ridgecrest
B B's Cycle Center
925 China Lake Blvd.

San Bernardino
Doug Douglas Motorcycles
24769 E. Fifth

San Diego
Continental Motorcycles
533 Third Avenue

San Diego
San Diego Suzuki
4825 El Cajon Blvd.

Sepulveda
Mission Hills Motorcycles
8730 Sepulveda

Spring Valley
Mike's Speed Tuning
550 Grand Avenue

Santa Monica
Jack Baldwin M/C Sales
2705 Pico Blvd.

Tujunga
Cresenta Valley Sportscycles
7139 Foothill Blvd.

Van Nuys
Cycle Service
6807 Hazeltine Avenue

CALIFORNIA NORTH

Alburn
Bansemers Motorcycles
700 Lincoln Way

Bakersfield
Motorcycle Center
307 19th Street

Corte Madera
Motorcycles Unlimited
5768 Paradise Drive

Crescent City
B & W Sales
1501 North Crest Drive

Fresno
Monte's Harley-Davidson Sales
450 N. 'H' Street

Lompoc
Lompoc Valley Sportcycles
307 W. Ocean Avenue

Oakland
Schleicher Motors
7956 MacArthur Blvd.

Pleasant Hill
T & R Sport Center
1561 Oak Park Blvd.

Sacramento
E. J. Bryant & Sons
7558 Stockton Blvd.

Sacramento
Hall & Burdette
2010 Del Paso Blvd.

Santa Cruz
Honda of Santa Cruz
901 Soquel Avenue

San Francisco
Frank Servetti Motors
375 Valencia

San Jose
Brook's Cyclery
1615 Almaden

NEVADA

Las Vegas
Art's Motorcycle Shop
1711 East Fremont

OREGON

The Dalles
Booth Oil Co.
821 West 6th St.

Eugene
Westside Motorcycle Shop
600 N. Highway 99

Forest Grove
L.W. Water Sport Center
2921 Thatcher Road

Grants Pass
Pollock's Marina
70 Highway 199

Portland
Allied Motorcycle Sales
3706 S.E. Powell

Salem
Adams Motorcycle Sales
315 Mission St. S.E.

WASHINGTON

Anacortes
Hopke's Cycle Sales & Service
Route 1 Box 50

Bellingham
Samish Motorcycle Sales
1822 Old Samish Road

Bremerton
Cliff's Cycle Center
205 Gallows

Bellevue
Bellevue Motorcycles
12706 N.E.
Bellevue Redman Rd.

Clarkston
Mac's Cycle Shop
542 Fourth Street

Seattle
Airport Cycle
2825 South 200th St.

Seattle
Bob Budschat Motorcycles
17002 Aurora Avenue

Seattle
Pokes Cycle Co.
550 12th Avenue

Spokane
Empire Cycle Co.
6014 East Valley Way

Tacoma
Northwest Motorcycles
3032 River Road

Washougal
Prices Cycle Shop
517 17th Street

Norton

High level performance pipes and mufflers with leg guard. ☐ Sports gas tank. Custom Tuck and Roll seats. ☐ Even more performance. 0-60 in 4.8. Standing quarter in 12.8. ☐ Still with the same feather touch diaphragm clutch for tremendous starts time and again. ☐ Still with the velvet-smooth Commando ride.

Legislative Notebook

By Barbara Adams Dahms

SOME OFF-ROAD SURVEY INDICATIONS

Your response to our survey has been most gratifying. From as far away as Germany, Illinois, Montana and Washington answers have come. And there have been many more closer to home. We are tabulating the replies and will soon have a detailed report for you.

Meanwhile here is a thumbnail sketch of our rider as the survey portrays him so far. Of course, since the survey was directed to dirt riders, the enthusiasm for dirt riding is evident. Some who answered also ride street, but most ride only dirt. As many different machines as are manufactured are represented but 250's, 100's and 90's lead in popularity for dirt riding.

Most who answered ride as often as once a week, some oftener, some less often. Almost everyone would ride more often were there a convenient area available.

It comes as no surprise that motorcycle riding is a family affair. Those who have families generally report that riding pleasure is shared by all. Children too young to ride are often taken along as passengers. Many who do not yet have children of riding age have plans for them in a few years.

A high percentage of those answering report that all of their recreation involves motorcycles. For those who have other hobbies, hunting and fishing lead the field with the total stretching across the entire range of outdoor interests and even to such indoor occupations as reading and photography.

The choices of riding area will provide us with some definite information to work on. Many, many riders have either been told they cannot ride in their favorite spot or have found it posted. In many cases there is confusion as to who owns the land, which is not surprising as the ownership and management of empty land in most states often takes considerable record-searching to discover. Even the BLM doesn't know exactly what land is in its charge.

One picture emerges, though, as we thought it would...motorcycle riding is an important part of the recreational picture in the country. It is healthful, wholesome and rewarding and it is on the uptrend. It is necessary that this be recognized and provisions made for it. Our nation, while providing more leisure time than almost any other, has been woefully unconcerned about providing space for the recreation to fill that time. At a late date, after much of the land has been exploited for economic gain, the need and right of the people for their share for public recreation is beginning to be noticed. It won't be easy to obtain our share, but it can and will be done. Not just for motorcycles but for sportsmen, and water enthusiasts, and even conservationists. We are all the public and a certain amount of this land belongs to all of us. The first line of defense is to forestall commercial exploitation of the remaining space. Once that is accomplished, we can work together to fairly share our rights.

We are reprinting the survey so, that those who have not replied will have another chance to. If you have not sent in a copy please do so now. If you have, pass this one along to a friend. We need as many replies as possible. You do not have to be a dirt rider to answer. You do not have to be riding at the present time to answer. We want to anticipate our needs as well as try to fill the present ones. If you need extra copies please write to UME, Box 1154, Reseda, Calif. 91335. We will be glad to send them to you.

OFF ROAD SURVEY

If you haven't already filled out this survey questionnaire and sent it to United Motorcycle Enthusiasts, please do it now. We are reprinting it here for your convenience. U.M.E. still needs about 800 more completed survey questionnaires to get a representative idea of what the typical off-road motorcycle enthusiast wants in the way of land and facilities to enjoy his sport.

Please take a minute to fill out this survey questionnaire and mail it to United Motorcycle Enthusiasts, Box 1154, Reseda, Calif. 91335. Results will be published in Cycle News, and the information gathered in this survey will form the basis of the U.M.E. efforts on behalf of off-road motorcycling in the national and local legislatures.

Survey

The following information is needed to compile statistics to accompany our requests for riding space. Please fill out the questionaire and return it to UME, Box 1154, Reseda, Calif. 91335. The more complete and accurate this survey the better our chances of getting the area we need. All information will be confidential.

Do you ride or wish to ride off-the-road? _____ How often? _____

What CC's do you ride: street? _____ dirt? _____

How many riders in family? _____ Children included? _____

Do you wish to go for a day? ____ weekend _____ weekdays _____

Camp? _____ Do you want campsites? _____

How do you haul bikes: truck ____ trailer ____ other _____

How far will you go for one day? _____ For more than one day? _____

Would you be interested in riding area in your immediate vicinity? _____

What kind of off-road riding interests you: organized events? _____

private riding? _____ (trails?) _____ (cross-country?) _____

What type of terrain would you want: hills? _____ flat _____

easy? _____ difficult? _____ in-between _____

Are you interested in competition events? _____ participate? _____

spectator? _____ what competition events do you prefer? _____

_____

You be willing to pay to ride? _____ What would you consider a reasonable fee?

_____

What portion of your recreation is involved with motorcycles? _____

How much of this is off-road riding? _____

Would you ride more if you had a convenient area which you knew was available?

_____

Do you consider this a family activity? _____

What other recreation do you enjoy? _____

Do you presently have an area you like for dirt riding? _____

Where? _____

Have you ever been told you cannot ride there? _____

Do you know who owns or manages this land? _____

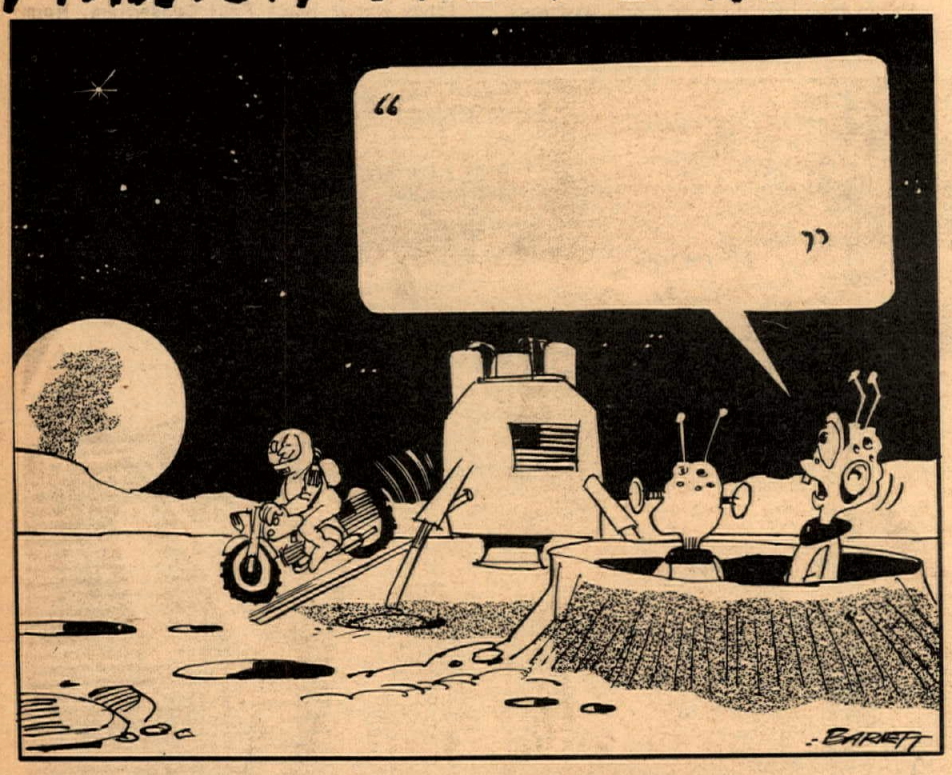
Comments:

Name _____

Address _____

Please include your name and address. This is a pilot study. We may have further answers which we will need to know as the program develops. Your cooperation is urgently needed.

FINISH THE FUNNY



The Scarlett Streak is at it again. Jerry Barnett has discovered he doesn't have to think up captions for his cartoons anymore. All you budding Buddy Hacketts out there swamped us with entries for last month's Finish the Funny but there can only be one winner so her's another chance. Deadline for this month is a June 15th postmark. We wanted to offer as first prize Talon Zipper Company's new kit for attaching carburetors to H-D flat trackers but the only one we had was snapped up by a rider from San Diego so we'll stick with the usual $5 prize. Tell us what the moon-man is saying to his partner or the bike riding astronaut. Write your joke line on the cartoon balloon, tear it out, and send to: Cycle News Finish the Funny Contest, Box 498, Long Beach, Calif. 90801. There is no limit to the number of entries you may submit, so send as many as you like.

American Speedway Control Board Formed FIM Sanctioned In The U.S. By MICUS

By Mike Capalite

Mr. Wes Cooley, president of MICUS, the governing body in the United States of the FIM, announced that a Speedway Control Board has been sanctioned through the ACA to regulate and control speedway racing sanctioned under FIM rules in this country.

It will be the function of the American Speedway Control Board (ASCB) to set up rules and regulations for speedway racing in the United States and to sanction speedway tracks throughout the country as well. The ASCB will also issue speedway competition licenses to riders that will be honored throughout the world.

One of the major aims of the ASCB is to have, if possible, by next year, an American qualifying round for the world's speedway championship to help bring back to the U.S. some of the prestige we once held in the speedway world.

Speedway Rules and Regulations are now being drawn up similar to the rules used throughout the world. A number of top U.S. Speedway stars will be invited to sit on a Rules Evaluation Committee to discuss the rules and offer suggestions and changes before the regulations are finalized.

Having a specific sanctioning body will benefit both the riders and the promoters. The promoter will be protected in the fact that if his track is sanctioned to run on a certain night, no other promoter will be issued a sanction for the same night unless the USCB feels that neither will suffer as far as rider and spectator attendance is concerned. The rider will benefit by not only having a definite set of rules to race by, but also by the purse requirements, which will be a straight 40% of the gate in open competition races or a definite set purse in team competition. It is hoped that team competition will flourish after more tracks are opened around the country.

The ASCB will not only have a very reasonable fee for a competition license, but the promoter will pay the sanction fee to have his track sanctioned for the season instead of paying for each race held. Sanctions will also be issued for special races such as fair dates and exhibitions. An attempt will be made to bring speedway racing to the Astrodome in Houston, Texas.

Mr. Cooley also stated that neither the ACA nor MICUS will have a hand in the operation of the ASCB, but are merely acting as the sanctioning body in the United States for the FIM. The ASCB will also lend assistance to promoters who desire to go into speedway racing but are unfamiliar with this type of program. Any promoters or riders interested in any further information should contact ASCB, Box 1747, Huntington Beach, California, 92647 and watch Cycle News for further information.

Powder puffers power into first turn. Number 2 Debbie Reon won. Also there's Shirley (3) Newsom, Lori (21) Fuller.

Left, Carl Byers and right, Earl Barker in flight. Two winners on the Dehesa Indian Reservation.

Ward Ring Racks Wins

By Bill Harmer

DEHESA INDIAN RESERVATION, SAN DIEGO, CAL. June 8 – By winning the hotly contested 250cc Expert race and coming from behind to capture the Handicap Sweepstakes, Ward Ring of National City, piloting the Lucky Yamaha DT-1 that is touched by the tuning "Magic" of Jon Knapp, received top honors at the Hi-Boots M.C. TT Scrambles here today.

Kawasaki mounted Vic Hannan took an early lead in the 250 expert main but was soon passed by the skillful Ring. Hannan never let off pressing Ring all the way. Earl Barker, riding the South Bay Yamaha entry, put on a beautiful race to overtake and beat Yamaha mounted Carl Byers for 3rd place. These two men and their mounts were very evenly matched and all it took was a bobble on the uphill switchback by Byers, for Baker to get past on the last lap.

Triumph mounted Earl Barker was able to collect enough points in the Open Expert Motos to defeat such District 38 favorites as Myron Carter and Don Matthews. The misfortune of Carter and Matthews however should not detract from the masterful ride displayed by Barker in his win. In the second moto Matthews, who was out in front in the stretch, looked over his shoulder, and missed seeing Barker sneak by him on the other side to win by a wheel. BSA mounted Matthews captured second honors and steady Jim Harmon brought his Norton in third.

There were ten girls on the line for the Powder Puff event which made it the largest entry this year. Talented teenager Debbie Reon turned back 1968 defending champion Carol Chiara for the win and a newcomer Jeanne Gibson beat out Shirley Newsom for third. All four girls rode Hodakas.

In the second moto, while leading, Debbie fell off on the uphill. She grasped the bars and pulled the still psinning wheel back onto the ground and took off in a spectacular wheelie with Miss Reon outstretched on the saddle, feet flying out behind. Too bad she didn't pull it off, because even after falling off again and restarting her mount, she only lost two positions.

100cc G.P. 4th of July

The predominace of 100cc entries indicate that the riders are practicing up for the 100cc Grand Prix scheduled at Southbay Speedway on Independence Day Weekend. They had to run heat races in the Novice as well as the Expert divisions.

Hodaka rider Doug Maloney and Butch Montgomery on a similar machine had a good tussle for first in the Novice race with Maloney having a slight edge. Four Hodaka Experts mixed it up beautifully with Carl Byers beating out defending Champ Jim McGuire for first and Kevin Stafford turning back Ray Vanderpool to take third.

The program was carried off in good time in spite of the reservation Chief's well going dry, causing a delay while the sprinkler truck had to go for water. Spectators who left early missed the trophy presentation by shapely Grossmont College coed, Kris Ganderup. Beneath her robe, Kris wore a bikini but the weather had turned so chilly that she begged off on her original agreement. The next Sportsmens TT scrambles in District 38 will be at Southbay Speedway this Sunday June 15th. We'll see you there.

(Results on page 26)

Action And Spills Galore At First O.C. Fairgrounds Speedway Practice Session

By Mike Capalite

COSTA MESA, CALIF. June 4 – Milne Brothers of Pasadena opened their new speedway track at the Orange County Fairgrounds for the first practice session last Wednesday night and a host of speedway riders were on hand to give the circuit its baptism of fire.

The practice plan called for riders to go to the starting line two at a time and then give it a go for four laps. This made for a gang of two-man events that turned into races instead of practice. Admission was free so there was a large crowd in the grandstands as Dallas Baker and Terry Graham went out.

It was immediately apparent that the cushion on the track was too thick. As more riders went out, the track got dangerous in the corners and Greg Haserot did a full-lock wheelie trying to power-slid and had the machine run out from under him. Ron Miller was there with his orbiting Jawa and it tried a rerun of the fence climb he did at Whiteman Stadium, but was only able to get the front wheel over the fence (Knievel, you better sign this boy up).

Some of the cushion was removed and that was all that was needed as the riders really started to wail around this tight oval, and after every "race" the riders received an ovation from the crowd. A duel between Sonny Nutter and Rick Woods not only had the spectators on their feet and cheering, but Rick and Sonny were so engrossed they went for six laps instead of four. Here are some of the riders comments when asked what they thought of the track:

RICK WOODS – "It bugged me at first because it is smaller than any track we have ridden yet, but after I got the right gear ratio, I was getting around quick and having a ball!"

SONNY NUTTER – "All it needed was to grade off that heavy cushion so we could get good slides and then we were able to steer through the corners and control them safely in a pack!"

SAMMY TANNER – "It was the same problem of too much cushion that they had when they first ran speedway at South Gate, but they know what to do now. The turns are a little tight for the length of the straights, but it makes for a lot of exciting racing!"

DALLAS BAKER – "I should know if I like the track or not, I got a close enough look at it!"

GREG HASEROT – "The track is a little small but we can gear for it. What I like is the excellent lighting, it is just like daylight out there!"

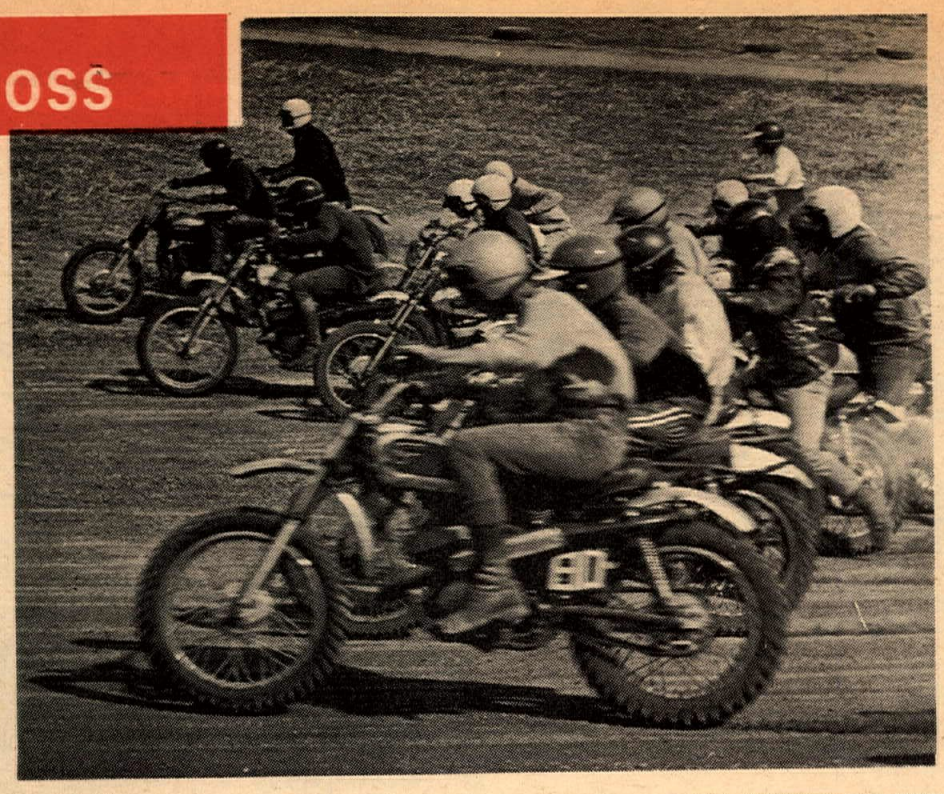
RON MILLER – "I was a little hard on the equipment, but I like it. I'll be ready to go on the 13th!"

From the showing they made Wednesday night, the men to watch on this track will be Rick Woods, Sonny Nutter, Greg Haserot, Sammy Tanner, Bruce Haserot and Ron Miller. Opening night for this track, located just off Newport Blvd. south of the San Diego Freeway is Friday night, June 13 (lucky Friday the Thirteenth!)

Sonny Nutter leads Paul Conserriere, Norm Elledge and Bill Cody in this speedway photo by Dan Mahony.

TV Motocross

By Cliff Boswell
Photos by Bowell & Don Melvin



SANTA MARIA, CALIF. May 30– Riders and bikes totalled 152 at the Memorial Day races sponsored by the Lompoc Slo Pokes Motorcycle Club. It was a full afternoon of racing which proved that here is a track to challenge both men and boys – not to mentions girls.

By the time all classes had run their three motocross heats the sun was about ready to dip into the nearby Pacific Ocean and riders were happy to wheel their machines to trailers and trucks and retire them for a spell.

A fair crowd spilled out of the grandstand and lined the north wall of Santa Maria Speedway, but this event deserves much more in the way of attendance. It was a well-run bash – riders were good and enthusiastic, machines were well-tuned, the show was good from a spectator's standpoint, yet aside from relatives and close friends, very few people were present.

Starting inside the walled oval of the speedway, a few sharp turns along a portion of the TT track gets the riders strung out, then they raced single file through a gateway and along the edge of the crash wall on a two-foot wide trail. Soon came the water hazard, followed by a steep rise, a dip and up the hill. First one through always gained an advantage on the hill, while the flock experienced all kinds of trouble. Six laps for each heat was enough to try the endurance of any rider and machine.

It was a good course, and the two-strokes had a great day. So many were on hand that one began to wonder whether the heavier 4-strokes were made any more. There were a few Honda 90's, a Harley 250, BSA Victors, a few Triumphs and even one Matchless single.

The lighter machines seemed to have the advantage on this course. After several hours of listening to the two-stroke screams, even an old truck sounded as smooth as a new Rolls.

The girls ran their usual polite race using a modified course, but nonetheless putting on a good show of skill. The Powder Puff race drew six girls, all local and most of them members of a newly formed family riding group, the Brush Bunnies. These girls take their trail bikes and their families for week-end rides into the back country of San Luis Obispo and Santa Barbara Counties.

The influx of vacationers into this area over the Memorial Day week-end is nothing short of phenomenal. Beaches, sand dunes, lakes all bring special kinds of equipment and different sports to make the best use out of these facilities. Motorcycling is one of them, and this event should grow with the years. It was televised for the first time this year.

Race results have not been announced by the sponsors to date.

NGK Spark Plugs (U.S.A.) Inc., 4010 Sawtelle Blvd., Los Angeles, California 90066

TEXAS MOVES TO REPEAL HELMET LAW

"This is killing more people than it is saving," said Texas State Senator Tom Creighton to the Senate Jurisprudence Committee of the Texas Legislature, referring to the hastily-enacted compulsory helmet law for motorcyclists. The Committee voted to repeal the two year old law requiring all cyclists to wear protective helmets, noting that seven states have repealed such laws and three major states, including California, never enacted them, without losing a penny of federal highway funds. The Texas law, its author noted, was not fully complying with the federal requirements anyway.

Surf City T.T. Scram

By Mike Lovell

HUNTINGTON BEACH, June 8, 1969 – Temperatures in the 70's greeted the eighty some odd riders at Don and Hope (mother to be) England's, Huntington Beach Cycle Park. The action got under way at twelve o'clock. Jim Peters #52 riding a Triumph, jammed his way around eight times to lock up the first place gold in the 500-open Ex. main event. Young Bultaco mounted Lance Vallery #125 ate up Jims class "C" traction all the way and pulled in for a very fine second place. Lance also copped a second in the 100cc main event on a Yamaha behind Kirk Redding #70x who rode a Bridgestone, with David Boydston on a Yamaha a smooth third.

The crowd pleaser was a lad all the way down from Las Vegas, Nev. who claims the mini-bike wheelie championship; #3, twelve year old Gary Wells. He brought nine of his racing buddies from the gambling spa to ride his favorite track and ride it they did. "We'll be back" was the last thing they said.

Huntington Beach is the only track I know of where it doesn't hurt (the pocketbook that is) to fall. No kidding, Don England has it fixed with the Parker ambulance people for a guy to ride to the hospital free if he's hurt, also no charge for in-the-park cut and bruise treatment.

Al Snow did a fine job in his first novice ride as an announcer, he kept everyone right up to date on what was going on, had some lively banter with the riders and even threw in an occasional laugh.

(Results on page 21)

Cycle Circus Road Race Entries Due

Think your road bike will go 300 miles at racing speeds? What about 200 miles, then? If your machine lasts, and finishes up near the front in either of the two production road race marathons this coming June 14 and 15 at the Cycle Circus, you'll share in a $1,000 prize purse.

Go ahead, gamble $20 on the entry fee. Get a co-rider to split it with you (only $10 each) and zap your money off to AFM Road Races, c/o Cycle Circus, Box 26, Carlsbad, Calif. by noon, Friday the 13th and you'll be entered. Post entry will be $30 for either the under-200cc production road race (200 miles) on Saturday or the 300 mile open class road race on Sunday. Practice starts at 8 a.m. Carlsbad Raceway is 9 miles east of Coast Highway on Palomar Road, Carlsbad, Calif. Be there. It'll be ten kinds of fun.

Heroes at Marysville

By Dale McKinnon

MARYSVILLE, CALIF. June 7 – Three riders did a repeat job of winning their classes at the weekly night scrambles. Jerry Willis hasn't lost a heat race or main event in seven or eight weeks this year. Nobody can catch his sizzling Suzuki.

Vic Krill won his heat and main for the sixth time in a row aboard his rapid 125 Yamaha. And Ronnie Gonnella had to ride his 200cc Bul in the 250 amateur class, yet took the main with no sweat. Al Krill, riding his first race in the Amateur class, snatched 4th place.

The battle of the night had to be between Don Gentile (Hon) and Robert Kieffer (Bul) in the 200 novice class. They fought peg to peg, swapping the lead many times, as they do in every race together. Kieffer was in front when the checkered flag flew.

Novice Charles Fairchild annexed the combined 15-lap sweepstakes to top off the night. His 50 Bul beat all the bigger bikes, as well as the little ones.

Last week we forgot to welcome back Carl Cranke as he won his first race after a year's layoff. Welcome back, Carl.

(Results on page 20)

TRIUMPH WEEKEND

Memorial Championship – Tacoma, Wash. – 6/1/69
Expert Main Event

1st SKIP VAN LEEUWEN

Machine Tuned By Gene Curry

TRIUMPH TAKES FIRST FIVE PLACES

Castle Rock TT – 5/31/69
Expert Main Event

1st PAUL BOSTROM

Machine Tuned By Bill Phillips

TRIUMPH

Portland TT – 5/30/69
Expert Main Event

1st MARK WILLIAMS

Machine Tuned By Frank Williams

TRIUMPH

Eastside M.C. Benefit – 5/30/69

650 Expert Class
1st Bob Scally – Triumph
2nd Rick Otto – Triumph
3rd Bill Fleet – Triumph

650 Amateur Class
1st Jim Morrill – Triumph
2nd Terry Iacobitti – Triumph
3rd Mario Rinaldi – Triumph

650 Novice Class
1st Stan Cappat – Triumph
3rd Craig Goodwin – Triumph

Perris Night TT – 5/31/69

Open Expert Class
1st Mike Posey – Triumph

Bay Mare TT – 6/1/69

Open Expert Class
1st Terry Dorsch – Triumph
2nd George Stirbon – Triumph
3rd Frank Corley – Triumph

Fremont Scrambles – 6/1/69

650 Expert Class
1st Lance Anderson – Triumph
2nd Rick Otto – Triumph

650 Amateur Class
1st Joey Iacobitti – Triumph

650 Novice Class
1st Paul Karpinski – Triumph

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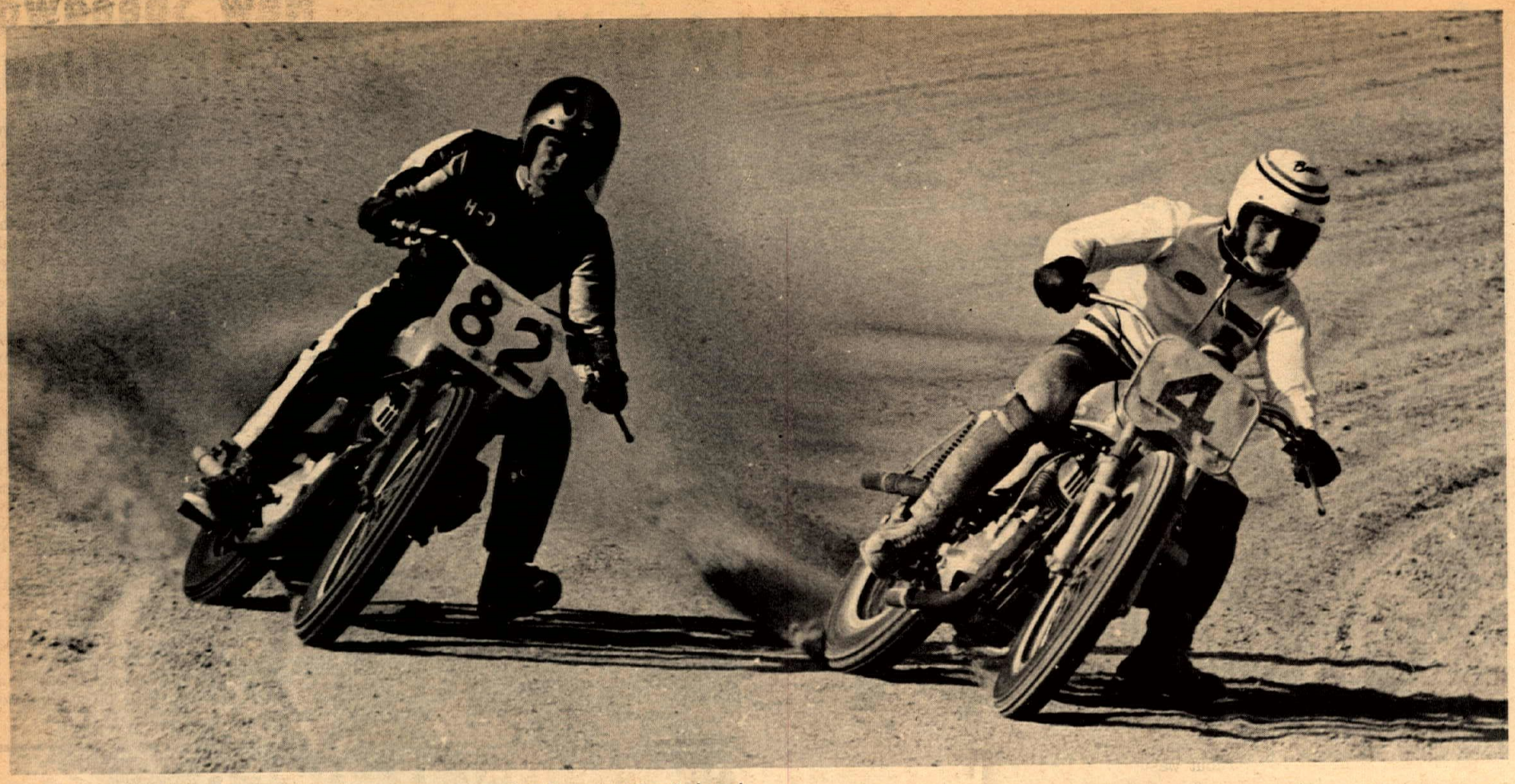

Above: Louisville Champion Markel (4) duels Eddie Wirth in the dirt. One more national win and he'll have tied Joe Leonard's all time record of 27.

Markel Wins Louisville

LOUISVILLE, KY. June 7 – Flying Bart Markel headed the pack of expert racers and ended up heading the AMA National Points race as the flag came down on the 3rd running of the Louisville Downs National Championship. It was Bart's third Louisville win, and 26th National Championship victory, only one off the all-time record.

The Kentucky Derby half-mile track was deep and holey, but just right for the thumping Harley-Davidson KR "twingle" of Markel. He was followed all the way by Dick Mann, whose BSA was working perfectly.

Such was not the case with Amateur champion Dave Aldana's BSA however. The young Californian's undefeated win streak was broken by Robin Martin and his Triumph.

Photos by Ben Hall and Dave Friedman

Below: Left, Gary Nixon came prepared for the "Louisville lime", outfitted with protection from other racers' spray. Right, Amateur championship winner Robin Martin in action at Louisville.

RESULTS:

Bart Markel	H-D
Dick Mann	BSA
Gary Nixon	Tri
Ronnie Rall	H-D
L. Palmgren	Tri
Eddie Wortj	BSA
Mert Lawwill	H-D
Dave Sehl	Tri
Mark Brelsford	H-D
Cal Rayborn	H-D
AMATEUR FINAL	
Robin Martin	Tri
Ken Pressgrove	BSA
Chas. Chapple	H-D
M. Becker	
NATIONAL POINT STANDINGS AFTER LOUISVILLE	
1. Markel	212
2. M. Lawwill	211
3. Nixon	199
4. Rayborn	136
5. Romero	134
6. C.Palmgren	127
7. L.Palmgren	112
8. Mann	111
9. Grant	91
10. Nix	90

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Graham Speedway
Graham, Washington May 23rd
100cc "A" Main
1st Doug Lien XC100

Kaneohe Motocross
Kaneohe, Hawaii May 25th
100cc Amateur
1st Ron Funakoshi XC100

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PERRIS PARADE

By Maureen Lee

PERRIS, CALIF. June 6 – O.C.M.C., as it's always called, one of the oldest clubs in District 37, threw a slap-on scrambles Sunday. The turnout wasn't impressive (it's been a long time since we saw a 250cc Novice moto).

Only four girls showed for what seems to be a dwindling Powder Puff class, and one of them was promptly out of it when she went into turn one way over her head and dropped it, so the remaining three happily went at it with Diane Connolly winning, Eulene Long second Hodaka-mounted.

Riders were warned of jumping the starters, and good starters they were. But this information didn't sink into John Rice's noggin and he jumped twice on one start. As he was circling around again, the starter dropped the flag and it was up to John to make time, which he proceeded to do on his potent little Sachs, followed in by Larry Bird and Dick Sanders, both Novices who gave Rice more challenge than he expected from green plate riders!

The 250 Expert class was a shakeup. Larry Taylor (Bultaco) won the first moto in great shape. Second moto it was Steve Nichols zooming up on his Yamaha to catch earlier leader Danny Carleton (Ossa). Come the third round it was another Hockie-sponsored Ossa grabbing off the lead ridden by Danny Hockie and once again Nichols had to do it the hard way, but do it he did, coming back to the pits grinning from ear to ear.

Fred Corley and Tom LaFortune, both on Triumphs, were the two to watch in the Open Amateur go. Each won one moto so stood an even chance for the win, but La Fortune crashed in the last one and ruined his chances.

The Wheat family again won their respective classes. Chuck Wheat (Maico) renewed his weekly battle with Glen Brunson (Bultaco) in the 500 Amateur division. These two really have at it every week with good, clean hard riding.

C.H. Wheat (Maico) won the Expert but not without one heck of a tussle with Jim Connolly on a Greeves. Said C.H. afterwards, "I didn't know Greeves went that fast." Gary Jones on a BSA was right in there several times, along with his dad Don.

Mike Posey really took a lead in the Open class final but was forced to retire with engine problems, leaving Terry Moriarty and Ike Mizen to settle it for the win. Bill Byrd on a Beezer came in for the third. Jim Goldsmith on his new Triumph was a DNF after getting an over-exuberant couple of turns.

There was an instant playback video tape recorder on hand, enabling riders to see themselves in action immediately after they had ridden.

The track surface held up well, but two riders suffered broken bones. Grumbles about the quality of the ambulance service will be checked into by the District Sports Committee.

Perris Valley will be their own hosts next week for a "rough" scrambles although their calendar date lists a TT scrambles. It will be interesting to see what support the riders will give this after they got a look at the track Sunday! There's a section that is nothing short of wheeeee!

(Results on page 26)

New Speedway This Friday

Promoter Jack Milne, former world champion speedway cycle racer, announces that everything is ready for the premiere of the broadsiding sport this Friday night at Orange County Fairgrounds in Costa Mesa, Calif. with 36 riders entered and 20 events scheduled. The track, Milne said, is in tip top shape, having been revamped since last week's spectacular test runs which resulted in fast times but a dozen spills.

Jerry Fairchild, wealthy Pasadena computer manufacturer and a former racing mechanic in the 40's, today entered two riders, Terry Graham of San Jose and Dick Aurandt of Eagle Rock on English JAP methanol burning bikes.

Rick Woods of Huntington Beach, Sonny Nutter of Santa Monica and Steve Bast of Van Nuys are early favorites. Woods, who campaigned last winter in Australia and New Zealand, battled Nutter for honors in early time trials last week.

Cess Platte, Australian 1968 champion, will fly in from the Antipodes on Wednesday, arriving at International Airport in time for practice before making his debut Friday night.

Kenny (Killer) Brown, husky Costa Mesa stunt rider, will be a home town favorite on a JAP.

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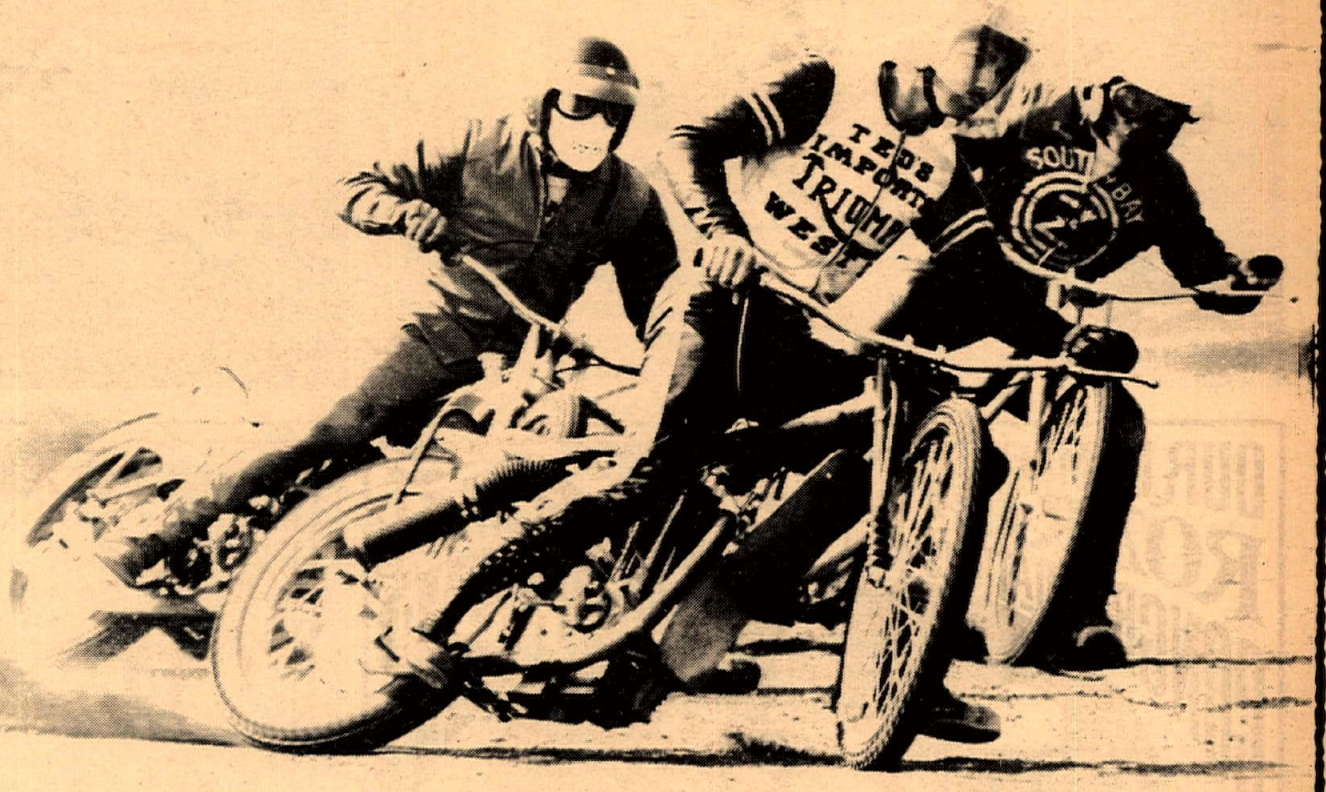

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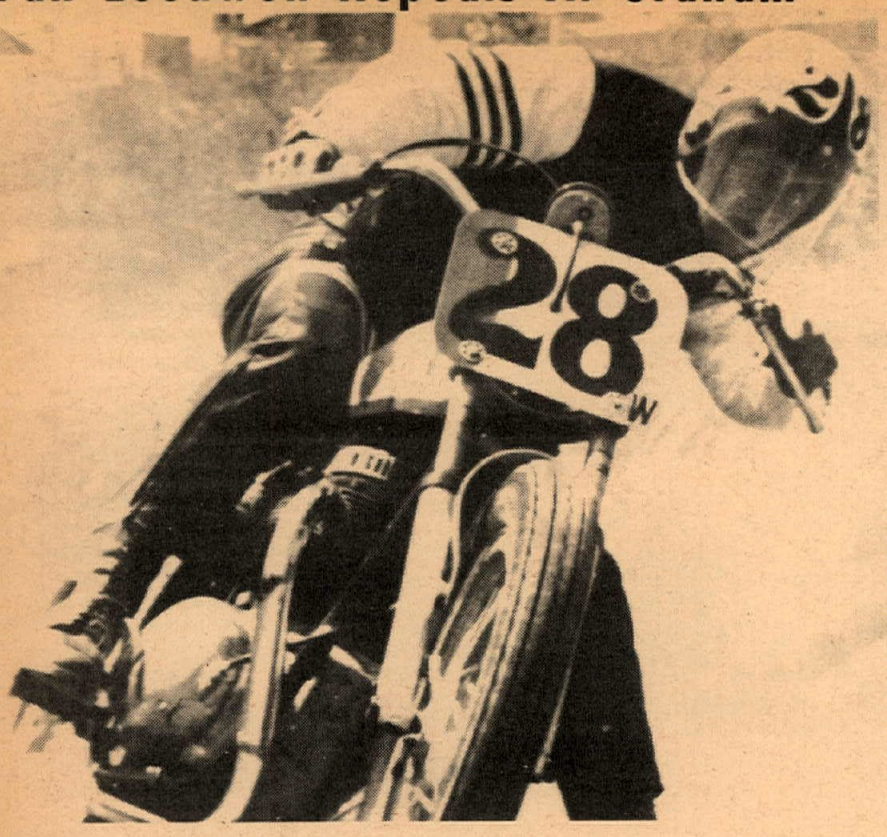
Van Leeuwen Repeats At Graham



Jerry Shirley of Tacoma, Wash. goes for broke in the second expert heat.

TACOMA, WN., June 1 – Skip Van Leeuwen became a repeat winner of Tacoma Motorcycle Club's Memorial Championship at Graham Speedway near Tacoma today. The race originally scheduled for Memorial Day was postponed until Sunday after torrential rains turned the clay surface to gumbo mud. Sunday's event was run on an unusually hard and dusty track.

Van Leeuwen swept the program with wins in the Dash, Heats and the 30 lap Main Event. He out-powered fast qualifier Jim Jones from the start of the Expert Trophy Dash, but Jones came right back and dogged the leader to the finish while Sandy Saunders trailed.

The Championship Main was marred by a mis-start prompting starter Bob Malley to place four of the front line starters to the rear leaving Mark Williams and Van Leeuwen alone at the front and Sonny Burres, Jim Jones, Dave Clarke and Sandy Saunders in the third row. Young Williams broke to the lead on the start, followed by Van Leeuwen and first year expert Gregg Morris. Skip took the lead briefly in lap six, but Williams snatched it back. It looked like it was going to be a repeat of last year's handlebar to handlebar duel when suddenly Williams locked-up and went down in the middle of turn two. The rest of the field slid by the fallen leader. Coming through the pack, Jim Jones quickly claimed second spot and was challenging Van Leeuwen for the last eighteen laps. Steady riding Emil Ahola relinquished third place to charging Don Mc Leod for a few laps late in the marathon until McLeod upset in the north corner. Ahola and Jimmie Smith skidded by on the inside while Burres went over the bank to avoid crashing McLeod. The only casualty of the day came when San Franciscan Paul Bostrum slid down in a practice lap, pinning his foot beneath his mount. His boot was pierced and his foot was cut.

The amateur event was dominated by Tacoman Squire Tomasie; fast qualifier, dash winner, heat winner and a wire to wire main event win. The biggest challenge came from Bill Elder. His dash attempt was thwarted by a spectacular end-over-end spill in the right-hander. Riding perhaps a little more cautiously Elder took second in the main leading last week's winner Bill Noble.

Any real duel in the novice event failed to materialize as Darrel Cotton jumped the front while dash winner Chuck Joyner scattered the field with a second turn slideout. Graham regular, Pat Marinacci was never able to get close to the flying cotton kid.

(Results on page 20)

Bill (42v) Elder and Squire (17w) Tomasie lead the amateur final on their Triumphs. It was a Triumph sweep in all but the novice class at Washington's Memorial Day Classic TT.

Photos by Vic Ebbutt

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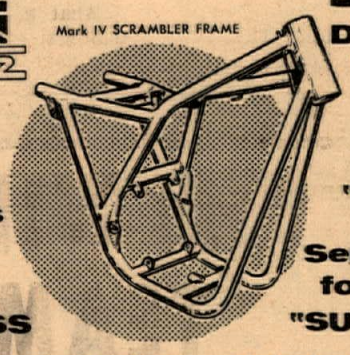

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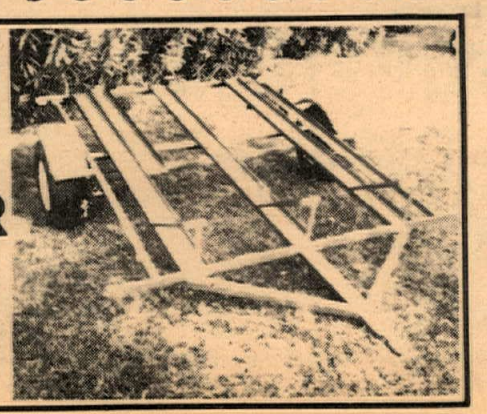

Willbanks Beats Tiger Canyon's Slippery Stones.

Jack Williams won the 250 class on a Greeves, losing 53 points in the process.

By Marv Foster

WALLA WALLA, WASH. May 25, 1969 – Over 600 spectators gathered on the wooded slopes of Mill Creek in the western edge of the Blue Mountains near Walla Walla, Washington to watch the 5th Annual Tiger Canyon Trial. Sanctioned for the first time this year by the PNTA, the demanding event drew over 75 Pacific Northwest riders. Trial Marshal (and PNTA President) Ted Berry divided the fourteen section course and started the 37 – 125cc entrants in section one, the 30 – 250cc riders and 6 open class riders started their ride in section 7. Muddy canyons and slippery stoned creek beds comprised most sections with an occasional off-camber hill side thrown in for good measure.

Best ride of the day was exhibited by PNTA V-P Leon Willbanks with a loss of only 37 marks. Cotton rider Willbanks consistently shows the Spanish mounted competitors where to ride. Last years' overall winner Neil Hinton rode his new Honda 90 to the 125cc class win with a loss of only 53 marks. Greeves mounted 250cc class rider Jack Williams lost only 55 marks to place first in that class and repeat his last years' performance. Dick Rubenser piloted his heavy-duty Honda to a 132 mark loss for top spot in the open class. Repeating her 1968 performance, Patsy Poe lost only 5 marks to win the Powder Puff section award.

While scores for the Trial were being tallied, riders participated in a Special Section. Victoria, B.C. rider, Ernie Hills won the award by cleaning the section on his Greeves.

(Results on page 20)

Scrambling At Uvas Dam

SAN JOSE, CALIF. May 30, 1969– While Mario Andretti was tearing up the Indy 500, the local motorcycle enthusiasts from the San Francisco bay area showed up at Uvas Dam to do their own track scorching. The day was rather hot and tiring for both riders and spectators under the blazing sun but most everyone managed to enjoy the day's events.

The East Side M.C. is to be congratulated on their track preparation, their organized proceedings throughout the day, and for so graciously giving away those large and expensive trophies. However, we do hope that in the future the club's starter will be a little quicker in throwing the flag and go a little easier on our clutches.

Riders Tim Ronsse and Ron Leidig, both F&M reed valve Hodaka mounted, added to their growing string of points by picking up first and second respectively in the 100cc novice main event.

John Fergundes on a Bultaco PurSang ventured forth from his home near Half Moon Bay to grab the 250 novice main in fine style. Fergundes had taken a close second in his heat but he was not to be beaten in the main. Heubert Wells (Bul.) followed in second with Jan Westrop (Yam.) in third.

250 expert Allen Kenyon jumped into a big lead at the start of his main and he went on to win, never seriously challenged by the other riders. Kenyon (Bul.) reversed the order of his heat race finish in the main, with Jim Foley placing second and Scott Diffenbaugh in third.

The last event of the day was the hotly contested 40 inch main. The event got off to a bad start when big Bud Kneass and another rider tangled on the downhill part of the course, neither rider being seriously hurt. There were some harsh words between various club members and riders, some hasty repairs to the damaged motors, and an eventual restart. The remaining six laps were run and half way through the event expert Bob Scally took over the lead after a fierce battle with the early leaders. Then all eyes focused on hard charging Rick Otto who had battled up from fifth position to second behind Scally. Otto finally closed the gap and he pressed hard for the win. Scally was able to stave off the passing attempts just long enough to win the event a mere half-bike length ahead of Otto.

(Results on page 20)

Don Henning had a fast ride but just failed to break the timing string. (Butler photo.)

Ridge Runners Host 'Upsetting' Tire Climb

By J. Lacey

CORBETT, ORE., May 25, 1969 – While the weather overhead repeatedly changed its mind some fifteen hundred spectators and competitors journeyed to Corbett, Oregon, May 25 for the Spring Opening Tire Climb. Promoted by the East Side Motorcycle Company (H-D) of Portland, and sponsored by the Ridge Runners M.C., this 45th Annual hill-climb event was in every way a success.

Rain the day before had helped pack the treacherous 150 foot hill but it was still loose at the top and only momentum would carry one over. But that didn't bother Russell Bjornstad as the fifty-six year old rider ripped over the hill so hard on his 250 Bultaco that he completely cleared the second timing wire on the top, failing to stop the clock. He was made to re-run.

As the classes progressed the winning times became faster. John Ross won the 360 division with an 8.10 sec. run; Triumph mounted Del George turned in a 7.20 sec. blast to cop the 500 class, and ex-national champion Richard Clay (H-D) was quickest of the day with a 6.15 sec. dash to take top honors in the Open. Harley dealer Floyd Payne bested many of the younger Open class competitors with a ten second trip that netted him fourth in his class and young Tom Granberg, son of the Ridge Runners' president, Dave, was fifth in the 100cc.

What a day! Lots of spills and upendings, excitement aplenty. Watch for the next Ridge Runners tire or chain climb. You won't want to miss it.

(Results on page 20)

Don Price stands it up just before crashing.

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Nutter Sets New Record

By Mike Capalite

PACOIMA, CAL. June 7 – Whiteman Stadium Saturday night. Speedway action was hot enough to make up for the chilly weather as a new track record was set by Sonny Nutter, who beat the times set by World Champion Ivan Mauger.

The Second semi turned into a no-contest for the win as Nutter used this race to set his new track record, but while Sonny was running away, there was a terrific battle going on back in second place. Off the starting line Sonny had grabbed the lead with Norm Elledge second, but Paul Conserrierre was right behind him, and right away the crowd could see that here was going to be a battle as Norm and Paul were going into the corners side by side and looking good. Norm left Paul an opening and he took advantage of it to pull second spot all the way to the checkered flag.

The trophy dash was something to see! Rick Woods was really trying hard after learning that Sonny had set a new record. As they went into the first corner, it was Rick taking the lead. Sonny got off the line last, but then he poured the coals to it and moved up to second behind Woods, but no matter how hard he tried, he couldn't pass Rick.

As they went into the last lap, Greg Haserot, in third spot, fell in the first corner, then as Rick and Sonny flew for the finish line, Nutter made one last bid to take Rick on the inside and did a power wheelie while in a full-lock slide and lost it out from under him right in the straightaway. If he had tumbled for 10 more feet, he would have had a second place.

The B main was about as even a match as you could come up with as they all went into the first corner in one big pack and came out the same way with Ron Miller in the lead as his handicap start was only 10 yards while the rest were on the 20 yard line. For two laps they were like the four points of a diamond with Ron at the lead point, right behind and tapping on his shoulder was John Carter on the inside and Sammy Tanner on the outside, while at the back point was Paul Conserrierre who, although in fourth place, could be described as being right behind Ron Miller.

John and Sam both decided to make their bid at the same time and to a roar from the stands they both shot past Ron in the corner, Carter on the inside and Tanner on the outside. The long way around was a disadvantage for Sam and by the time he dropped back into the groove, he had to settle for a second spot behind Carter.

The A main again turned into a Nutter-Woods battle, but that is what the crowd was hoping for as they know that when these two riders do battle, it makes for some of the most exciting speedway racing that ever seen.

They fought side by side for three solid laps in some of the most fantastic displays of controlled slides that the Whiteman oval has featured yet. Right behind, although not able to move up, was Greg Haserot with Stu Morley in fourth. After three suspenseful laps, Nutter took advantage of a little bobble made by Rick in the corner and pulled ahead. Rick couldn't find the way back into the battle.

The season is just beginning and it looks like our riders are ready to do battle next week with Australian star Ces Platte who will arrive from Sydney this Wednesday. It looks like it is going to be a big one as the American riders defend their titles against one of the best from down under. That will be this Saturday night at Whiteman Stadium in Pacoima starting at 8:30.

(Results on page 20)

John Carter precedes Sam Tanner in determined fashion at Whiteman Speedway races in photo by Dan Mahony.

Night Motocross

By David A. Butler

FONTANA, CAL. June 7 – On an improved, regraded and better lighted track the California Moto Sport Club staged another in their successful series of night motocrosses.

FIRST MOTO. Bill Smith (Yamaha) won the first heat after a pulse-stirring duel with Chuck Daly (Sachs), who took the lead at the start. Smith, a partner in the Yamaha agency of Montclair, returned to racing in November after a five year lay-off, he said.

SECOND MOTO. Jim Fishback (Yamaha) started in the lead but was soon overtaken by Ron Peterson (Yamaha).

THIRD MOTO. John Maynard, the announced winner was actually a senior and was just racing for fun. Carl Cotton (Husky) started in the lead, ahead of Maynard. It was a lively race, with many threatened collisions by aggressive riders on the turns.

FOURTH MOTO. R. Goldberg (Hod), took the lead from the start and held it all the way. The only contest was for places 2, 3 and 4. One bike fell but finished the race.

FIFTH MOTO. J. Fishback (Yamaha) won after a grueling duel with Ron Peterson (Yam). John Maynard again gave a fine exhibition ride.

SIXTH MOTO. Ron Dugan (Husky) won the heat after some mighty stiff competition from the next two in line. Maynard exhibited again, out in front.

SEVENTH MOTO. Glen Lund (Sachs) won the heat after a long, hard struggle against C. Daly (Sachs), who started having a bit of trouble. Lund finished only some ten feet ahead of Smith (Yam). Smith said that he got whiskers on the spark plug, due to dust.

EIGHTH MOTO. Maynard was again announced a winner, some 1/4 mile out in front of the actual winner. The first three of the true contestants fought a stiff race throughout.

NINTH MOTO. Maynard exhibited his clever curve holding technique again, as if glued to the track. The only real contest was between 2nd and 3rd place winners.

(Results on page 20)

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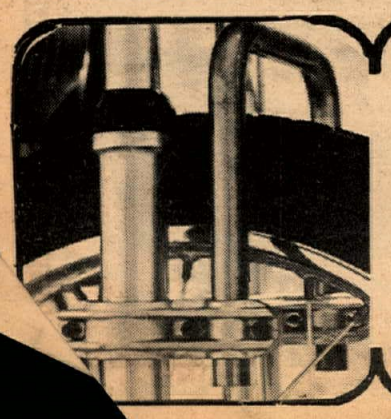

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Antelope Ramblers Desert Chase

Photos & Story by Dick Wright

CALIFORNIA CITY, June 8 – Temperature was a perfect 80 degree with a mild wind, but Mike Patrick was again hot as a pistol. He can do no wrong. He got the lead early in the race and held it all the way to the finish line two and a half hours later on his self-tuned Yamaha 250 DT-1.

The course was set up like a clover leaf, with three thirty-five loops. At 10 a.m. the banner dropped and they were off. There were two road crossings on the way to the smoke bomb and almost everyone made them. Steve Kirk on a Montesa fouled a plug and got a five minute late start. He really had his work cut out for him.

Patrick led it into the pits after the first loop, got a fast gas cehck and was on his way again. Hard charging Patrick made the next two loops in fast time and pulled in for the win, to add another big one to his long list of victories. Tom Muto pulled in second on a 250 Husky. Bruce Dunford was third overall, also Husky mounted.

Tom Maxwell was the first open expert in on a Norton, making it about four in a row for him. Marty Dahlquist rode a heads-up race taking first 500cc novice on his Husky. Bill McCann, a 250cc novice, on a Husky took eleventh overall. Steve Kirk moved up to thirteenth after his late start, a job well done.

Mike McCoy, a top 500cc Amateur, did his thing and pulled in 16th overall, followed by Ray Alexander, a fast moving amateur on a Bultaco, taking tops in his class.

Trailbikes

The 100cc class started twenty minutes later so the dust could settle after the big bikes at the second road crossing. Wes Anderson Jr., Jack Morgan and Dean Goldsmith all hit the jump at the same time on three different trails. They would go two loops for a total of seventy miles.

Morgan led it into the pits on his hot Hodaka, with only a three-minute slower time then the leader in the big bikes. Goldsmith and Anderson were running second and third on their Harley-Davidson's.

Morgan held the lead all the way on the second lap and pulled in for the win with plenty of room to spare. Goldsmith was second followed by Anderson. Lynn Fortner was fourth on a Sachs.

Mike Brown charged through the pack to take the first amateur spot on a Sachs, followed by Ken Buckspan, another amateur, S.S. Hodaka mounted. Mitch Mayers rode his hot Kawasaki in for the novice class win.

Bill Dick kept his eye on the lime and motored up to second novice on a S.S. Hodaka. There were a hundred and thirty 100cc starters and ninety finished the long run with all their checks. This class is really growing.

(Results on page 20)

Full House At Orange Co. Speedway

By Jim Vardeman

ORANGE CO. SPEEDWAY, CAL. June 4, 1969 – A full field of cycles and a near capacity crowd turned out Wed. night for the weekly Short track and T.T. races at Orange Co. Speedway. The crowd is increasing each week and the competition is undoubtedly the finest in So. Calif. for this type of cycle racing.

The 250cc Short Track events were the most hair raising viewed by this reporter in some time. Randy Ellis, on a Bultaco and Jim Raymond on a Montesa dueled each other throughout the evening as though each race meant the deciding factor in a Championship title. Raymond won the Trophy Dash, but Ellis managed to get the edge to win the Main event, with the entire field hot on their heels. The two boys continued their battle in the 250cc T.T. events but Ellis managed to overcome both R.W. Ring, on a Yamaha, and Raymond to win the Trophy Dash and the 250cc T.T. Main. Entries in the 125cc Class, T.T. and Short Track were so competitive and close matched that no one rider or make cycle held a dominating position. The 125cc T.T. Trophy Dash was won by Mike Payse on a Bultaco, who also put up a tremendous battle in the Main, but had to settle for a second to Ray Vanderpool on a Yamaha. The 125cc Short Track Trophy Dash went to Carl Byers on a Hodaka. In the 125cc Short Track Main the first 4 positions changed at least 5 times before being won by Kevin Stafford on a Hodaka, with Byers 2nd on his Hodaka, Scott Autry on a Bridgestone 3rd and veteran Ron Taylor 4th on a Yamaha.

The Open Class T.T. races provided a full field with Jim Peterson winning the Trophy Dash and the Main on a Triumph.

In the Open Class Short Track the entries were not so numerous, but stil filled with excitement. Len Arnold on a Triumph won both Trophy Dash and Main.

All heats in all classes were won by an array of the different riders with plenty of position changing before each checkered flag.

(Results on page 21)

KONI EQUIPPED TRIUMPHS WIN READING

The Twenty Mile National Championship Motorcycle Race held Sunday, May 25 at Reading, Pa., saw the Palmgren brothers capture 1st and 2nd place in this grueling contest of skill and speed.

Both Larry Palmgren who won the event, and his brother Chuck who was runner-up, piloted Triumphs fitted with Dutch-made Koni shock absorbers.

Huntsman Again At Elsinore T.T.

By Jim Vardeman

Bob Huntsman, Long Beach, on his red and white striped Bultaco, did it to them again for the 5th straight time in the 250cc novice class. Proving his ability and his way around the narrow T.T. course, he managed to edge out M. Hagask on his Ossa, 2nd and Richard Gann on his Bul. There was a good field of entries and plenty of action in all classes, as usual. Elsinore has been the proving ground for many a young rider and this year is no exception. The competition gets more and more persistent each week.

A 10 cycle pile-up took place in the 3rd lap of the 250cc expert. All had some anxious moments until the pile could be cleared up, but all riders walked away uninjured.

The 100cc Expert class was fast and furious with McKee on a Hodaka finishing 1st, Dale Hopkins 2nd on a Suzuki and Field on his rapid Cimatti third.

Tom LaFortune was the big winner, as usual, in the 500 open class. Chamberlian was 2nd on a Triumph and Jim Willey 3rd on a BSA.

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Wilson Wins Saddleback 500

By Terry Pratt

ORANGE, CAL. June 8, 1969 – Jim Wilson won both 500 senior motos of the ACA motocross competition at Saddleback Park Sunday in the points-for-cash series that will have a mid-year payoff following the semi-finals at Bay Mare Ranch next weekend.

Wilson led the first of the two 25 minute motos from the start and was only briefly challenged by Gary Bailey on a Greeves and Tim Hart riding a Montesa.

The battle for second place continued for the first half of the race with Bailey and Hart dicing lap after lap. Hart finally passed the Greeves and Bailey subsequently retired the 390cc Griffon prototype with gearbox trouble and a broken chain.

Hart on the Montesa was leading the first lap of the second moto until he hit a freshly watered spot at the bottom of the hill leading to the timing stand. He went down and as he was sliding up hill toward the timing stand he was passed by the field and finally restarted in last place.

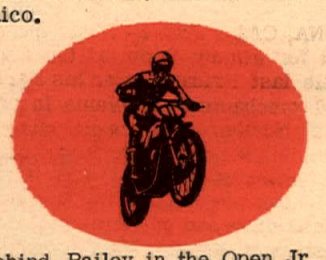
In his big comeback effort he passed every one but Wilson to finish second in the moto and second for the day.

Ronald Fry on a Husky put together a fifth in the first moto and a fourth in the second to add up to a third place finish overall. Bob and John Jr. Maynard both took a third and a D.N.F. but in alternate motos, so they were out of the running.

Both 250 Senior motos were won by Gary Bailey on his Greeves. Mike Runyard, riding a Green Streak powered American Eagle took a third and a second to nail down second for the day ahead of Jim Wilson on a Greeves. Kyomaru Kato on a Yamaha was fourth and Tim Hart who led the first moto for a few laps was fifth.

Tom Rapp on his Bultaco outpowered Penton mounted Gary Bailey to a win in the 125 senior races. Mike Runyard was third on a Sachs.

The 350-Open race was a thriller with Bob Bailey manhandling a 40 inch stock frame Triumph to a second place behind Mark Blackwell on a lithe CZ. Blackwell won the 500 Jr class followed by Howard Jackson on a Husky and Ed Albert riding a Maico.



Behind Bailey in the Open Jr. class was Jack Kell on a Triumph-Metisse and third placer Wally Gordon on another Triumph.

Robin Fisher took honors in the 350 Jr. thing on his BSA. Bultaco rider John Wilson was second followed by Steve Scharf on his Honda.

The strong CZ team dominated the 250 Jr. races taking first second and fourth. Riders on the CZ's were Chuck Lunde, Bill Gomen and Steve Lunde. Jeff Fackson broke up the clean sweep by taking third on a Husky. The 125 juniors saw Bruce Baron and Fred Cox pull their Sachs in ahead of the Bultaco of Rod Morrison. Don Emler expressed himself in the 100 junior class on a Suzuki ahead of the two Hodakas of Robert Goldberg and Robert Fortier.

Four out of state riders from Competition Cycle Shop in Fort Worth, Texas were seniors Mark Moore and Joe Joiner and juniors Bob Whitehead and Greg Camp.

The Texans showed style but crashes and DNF's put them out of the running. Being more used to mud tracks following the Texas spring rains the boys found it difficult to get used to the hard packed surface of Saddleback.

The three CZ's brought by the Texas team were serviced by factory engineer Stan Cerny who prepared the CZ's for the California riders.

Cerny who has been with Jawa-CZ for 28 years and now works for Jawa International out of Los Angeles, said that in the last six weeks Jawa has started a team effort in California. They now have eight riders and hope for ten in the near future. The Jawa support is offered with the spirit of promoting the sport on an amateur basis. Free preparation and service is provided for riders but no professionalism is desired on the team and there will be no money for the riders. Cerny says that Moto Cross is a true sport for the amateur and distains speedway racing in which Jawa is also active because it is a "show" and just a question of practice.

(Results on page 20)

Drags

Record Meet At Lions June 22nd

For those of you that have been waiting for a chance to break some of the A.H.R.A. records, your chance to do so will be Sunday June 22nd. at Lions Drag Strip. The following is a list of the existing records.

STOCK BIKE

AB–1111cc–Open	12.19–111.66
BB–780cc–1110cc	12.62–105.80
CB–551cc–779cc	12.37–108.04
DB–356cc–550cc	13.49– 97.40
EB–310cc–355cc	13.67– 98.03
FB–266cc–309cc	14.41– 93.75
GB–210cc–265cc	14.02– 92.21
HB–170cc–209cc	16.46– 66.18
IB–130cc–169cc	17.99– 69.49
JB–97cc–129cc	18.00– 65.35
KB–0cc–96cc	19.43– 66.17

Modfied Division has the same displacement breakdown and the records are as follows:

MODIFIED

AMB–11.06–126.22	
BMB–11.73–117.03	
CMB–12.00–114.64	
DMB–12.91–105.88	
EMB–12.96–102.04	
FMB–12.92–102.04	
GMB–13.25– 98.68	
HMB–13.38– 72.81	
IMB–13.75–105.88	
JMB–15.54– 86.84	
KMB–18.57– 63.87	

GAS DIVISION

AGOB-1111cc to Open	10.65–134.00
BGOB–780cc–1110cc	11.30–120.16
CGOB–551cc– 779cc	11.22–122.20
DGOB–259cc–550cc	13.89– 93.75
EGOB–158cc–258cc	16.55– 74.16
FGOB–0cc–157cc	17.65–60.00

Fuel Division – This division has the same breakdown as the Gas Division and the records are as follows:

FUEL DIVISION

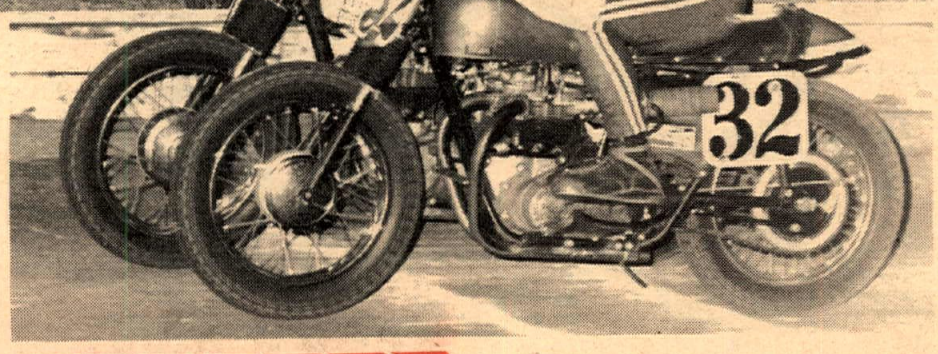
AFOB–(.62–156.25	
BFOB–10.72–138.81	
CFOB–11.39–122.44	
DFOB–12.47–108.82	
EFOB–17.40– 67.41	
FFOB–16.46– 60.00	

Unlimited bike record belongs to E.J. Potter at 8.82–167.05.

I know a lot of you people have been waiting a long time for this once a year event so don't miss this chance.

Coppage Plays Fox At Ascot TT

By Eric Raits



Above, Jim (Wheelie) Wilson, Skip Van Leeuwen, and Tod Sloan receive trophies. Right, Dusty (32) Coppage and Larry Wilburn rode to a near tie in an Expert Heat. Coppage was declared winner. (Eric Raits Photo.)

GARDENA, CAL., June 7, 1969 – Dusty Coppage chased Skip Van Leeuwen for twelve laps in the Expert Main Saturday night waiting for an opening, then broke through on the inside of the North turn for a record setting victory. Dusty's time of 11:35:37 broke his own previous Ascot TT mark.

Dallas Baker was all alone in third place and Eddie Mulder finished fourth ahead of Mike Haney. Haney stayed on Mulder's rear wheel for half the race and then dropped back.

Keith Mashburn overcame a short-lived lead by Don Dudek in the Amateur Main to take an easy seeming win bu the crowd buzzed about the action at the rear of the pack. Mechanics and riders in the pits were moving over close to the corners to watch Frank Gillespie. Frank fell in the first lap and was a full minute behind by the time he could get his machine pointed in the right direction. The North Californian wheel-hopped and slid his big Triumph in a mad ride to sixth place. Gillespie finished second behind Mashburn in their heat race but he was obviously not content to trail in that position. Mashburn is the more polished of the two but Frank looks almost as fast.

Follow the leader races were almost non-existent. Tod Sloan took an impressive win in his elimination heat and went on to win the Novice Main. John Hately and Allen Kenyon fought for second and third while Freddie Edwards brought up fourth place.

Sloan took the Novice Trophy Dash and Van Leeuwen placed ahead of Coppage in the Expert event to get the Cycle News Trophy.

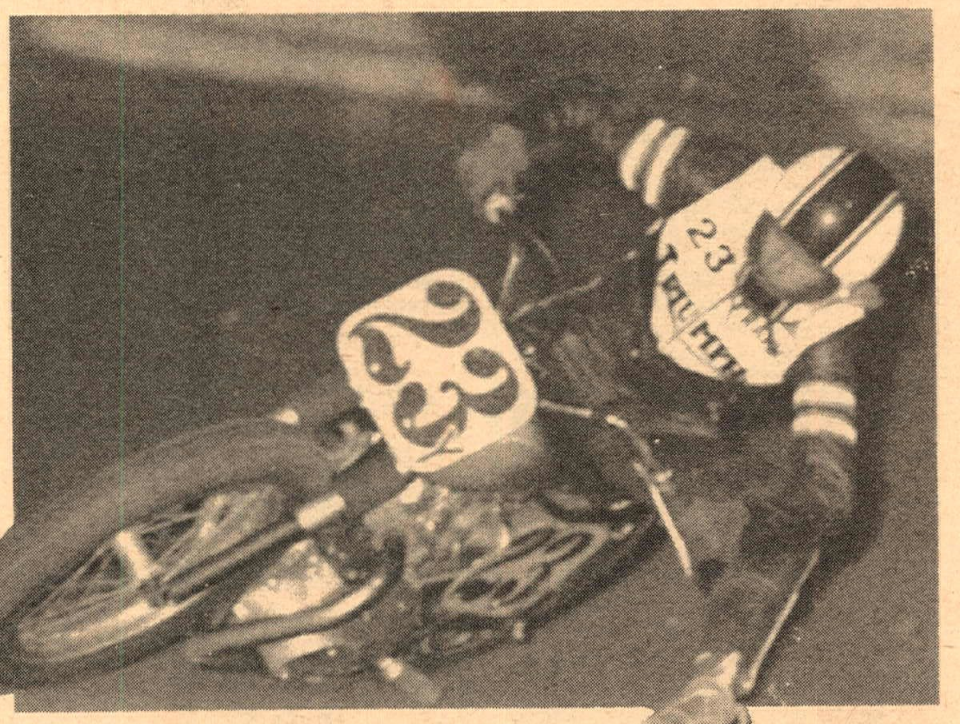
The Ascot Grand stands creaked and groaned as a much larger than usual crowd saw a fine night of racing.

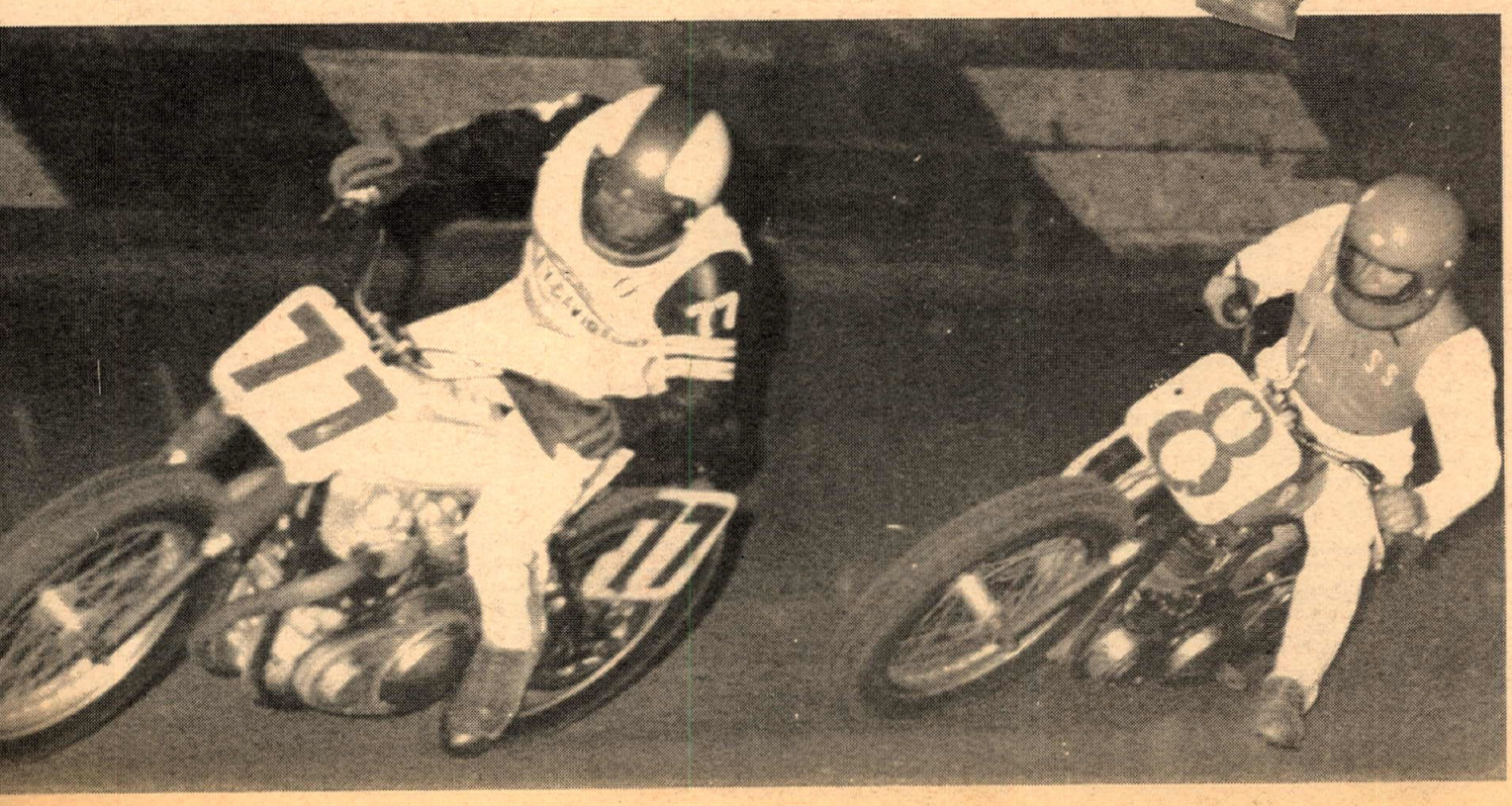
(Results on page 21)

FLATTRACK

Odom Showed 'Em

By Carol Sims
Photos by Dennis Greene





Right, Frank Gillespie's chasing tactics brought notice from the grandstands and the pits at Ascot Saturday night. Below, Jimmy Odom held off Shorty Seaborne's bid on the track and numerous protests afterward. Odom rode a different bike in practice to account for the confusion.

GARDENA, CAL., June 6- It was a night of first for Jimmy Odom at the Ascot half-mile last Friday. After his Harley suffered mechanical problems in pratice the Northern California charger switched to an unfamiliar machine - the Harold Allison-tuned 750cc Norton ridden in past weeks by Ron Kruseman and Pat Gosch - and proceeded to score his first-ever Expert Main Event win on the Gardena oval.

"I liked the race trac," said Jim. "It was a little rough, about the same as the night I got second, but I liked it. Didn't have any problems." Asked if he felt any pressure during the race (both Paul Conserriere and Shorty Seabourne had challenged strongly), Odom replied, "I didn't feel like anybody was there until near the end when I heard Shorty, and then I just turned it on."

Jim was the 6th man to win an Ascot Expert Main this season, and the first to do it aboard a 750cc OHV machine.

Tuner Dick Kelm fielded three of the first five finishers - 2nd place Seabourne, 3rd place Houchins and 5th place Geezer Emick - all on 500cc BSA singles (one of which is now for sale.)

Point leader Sammy Tanner (Royal Enfield) had mechanical problems all night. He slipped from 2nd to last in his heat, then came back to lead the Expert semi until the final lap when Reg Chosney (Triumph) got by for the win. In the Main Sam worked from last to 7th, slid back to tail-end spot when the machine faltered, roared up to 7th again and held it until the 14th circuit when he once more slowed drastically, winding up 10th.

Seabourne Main Event winner for the past two weeks, has been rapidly closing the point gap, and is now tied with Tanner in Ascot standings - 670-670. Ironic, too, for the equalizing 12 markers were accumulated by Shorty in the Trophy Dash, which he didn't even finish.

Lloyd Houchins earned his second Dash win in a row, and the Cycle News trophy.

An interesting added attraction at intermission time was the wheelie contest conducted by members of the So. Cal. Trials Assn. Although all the riders performed superbly, Jim Wilson, on a 250cc Greeves, gave the others a record mark to shoot for: he went three-quarters of the way around the half-mile track on his rear wheel, and received a big ovation from the crowd.

The Amateur Main was Keith Mashburn all the way, with Frank Gillespie (650cc Triumph) doing his best to close the gap. Keith chose the high road while Gillespie stayed on the pole, tucked in close to his bide even in the turns. Mashborns 350 Yamaha is tuned by Dennis Mahan.

Friddie Edwards made it 3 out of 4 Novice Main Event wins in as many weeks aboard the rapid K&N-sponsored 250cc Yamaha. Point leader, Don Emde was relegated to the pits by mechanical failure. Edwards' flag-to-flag triumph has now put him ahead of Suzuki-riding Emde in the Novice point race -795-750.

Fresno's Tod Sloane (Kawasaki) once more ran 2nd after a low battery forced him out of action last week. Starting several weeks later than most of the Novices, Sloane has made rapid strides, and Friday night's efforts moved him from 7th to 4th in points.

(Results on page 20)

Groundshakers Motorcycle Club Max Switzer Benfefit

By John Cook

LAS VEGAS, NEVADA June 8 – A smoke run on behalf of Max Switzer, famous desert rider of Las Vegas, consisted of 3 sixteen mile loops, covering a variety of terrain including a dry lake, volcanic rock and many dry washes. Entries were few, about thirty, many being personal friends of Mx's. Only 18 finished the 3 lap total of 48 miles.

Starting promptly at 9 a.m. the run was completely over by 11:30. None of the riders seemed too beat by the course, even though several complained about the heat. Winds of about 20 mph kept the dust moving.

Best show of the day was Expert Casey Folks on a 125 Sachs, who finished 3rd over all and 1st in class. Casey blazed a trail for most of the 250's and bigger bikes, with Amateur Tom Scales winning over all on a 360 Husqvarna.

The race was a success and raised much needed money for Switzer who was badly injured during a motocross several months ago.

(Results on page 26)

Terry Grieble and Peter Buck, Vegas Cycle Center riders, battle for lead, both riding street equipped Suzuki 250's, complete with turn signals. Both finished one 16 mile lap of the 48 overall course, but decided to retire due to the fact that both machines were new and fresh out of the crate.

Tom Scales, overall winner pauses after a grueling 48-mile race for water right out of can. Scales led the field of 30 entries for 3 laps, finished 1st for the day.

American Motocross Team Returns

Ron Nelson and John DeSoto have cut short their European racing adventure and returned to the U.S. John is now in Hawai , nursing his injured shoulder after an encounter with a footpeg in a European race. And Ron Nelson is back to ride the final event in the CMC Spring Series at the Carlsbad, Calif. Cycle Circus this Sunday.

"Nothing went right," laments Ron, commenting on the team's trip last week. "The trucks wouldn't run, the bikes weren't like we were used to. We only had one change of gearing between us."

The Montesa 250 and 360 machines used by the team were factory experimentals and some of the bugs still had not been worked out. Yet, after only three months of racing, Ron achieved a 3rd place overall finish in a race in Vannes, France and a very good showing was made by the American racers.

The two trucks are now in good running order, waiting in Europe for the next U.S. motocross team to use them, and the experience gained will be put to good use in 1970, promises the team manager, Kim Kimball.

Holiday Open To Bikes

The Rosamond, Calif. Sheriffs office says that the Holiday and Bean Canyon areas are open to motorcycle riding, camping and picnicing except where private property is posted to the contrary. Everyone using the area is advised to not litter and please avoid posted property.

Bikes Highlight L.A. Coliseum July 4

Motorcycle races and exhibition riding will highlight the American Legion 4th of July circus at the Los Angeles Coliseum this year. There'll be Fireworks and a complete circus from West Berlin. A free BSA and a Bonanaza Ace minibike will be given away to lucky ticket holder. Watch Cycle News for further announcements.

Close Action At Trojan

SOUTH GATE, CALIF. June 5 – Lee Stumpenhaus and Irwin Moon has great goes in both the 250cc TT and flattrack main events at diminutive Trojan Speedway last Thursday night. Lee, sponsored by Steve's Bultaco of North Hollywood, saw the checkered flag first, but Moon put in a good try for his sponsors, Moon Mfg. Third place flattracker was Jimmy Raymond, riding out of Viva Don Cycle Sales of Ontario, Calif. Jimmy got off and was run over that spill-filled night, but wasn't hurt bad.

Paul Wilde got beaten in his races, but came back strong to win the 125 and 100cc TT main events. Wilde rides for Ace Bike Shop of North Long Beach.

Greg Cunningham, riding a self-sponsored Parilla, copped the second place trophy in the 100 TT, followed by Jack Morgan, riding an Eddie Crowell intensified Hodaka.

There were 63 riders in all, 80% of them sponsored. Twnety-two races ran off between 8 and 10 p.m. and 29 trophies were awarded.

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Mac Douffe Uncovers Hidden Oklahoma Resort—Meers General Store

Simple exterior masks simple interior.

By Leon MacDouffe

Meers General Store in Meers, Oklahoma, is the only restaurant in the continental United States that is listed in the Michelin Guide to Europe. My wife Denise and I were so astounded to find a local listing in the famous guidebook series that we set out from our home in the government quarters at Fort Sill, Oklahoma to see if the coveted five-star award was justified.

From Fort Sill, the quickest and most scenic way to Meers is through the Wichita Mountains Wildlife Refuge. The Refuge covers thousands of acres and harbors the largest herd of buffalo in the U.S., plus antelope, deer, longhorn cattle, and assorted small animals and birds. Small lakes abound, all formed articially by dams constructed by a construction company which called itself the C.C.C. Their signs are everywhere.

History leaps at you from every bend in the road. Lake Quanah Parker is named for an Indian chief who led the last organized attack on U.S. Cavalry. His grandson lives in nearby Lawton, but we understand he is a peaceful fellow. Jed Johnson Lake is named after a white settler who tried to ranch in the area and took an Indian woman for a wife. She was such a good one, he decided to get a few more and was caught doing what the Indians called teepee creeping. A jealous husband put an end to Johnson's hope of male heirs.

We went in late winter, this past March to be exact, and the entire refuge was tourist-free. The narrow road curved gently through stony meadows and round the lakes. Some of the smaller lakes still had ice around their edges and we stopped our trusty Matchling or Matchlust (we could never find out what brand the bike was, whoever had it before us had worn part of the name off the case) and skimmed stones across the ice. They made a whirring sound as they spun toward the blue water at the center until they plopped over the edge and sank. We talked of driving over to Cache Creek, not far away, site of an Indian Chief's famous ride over a cliff but it started to snow so we decided to press on to Meers. The chief led a pack of United States soldiers in what must have been the first hare and hound type event ever held here. He had made the soldiers angry for some reason that is unclear today and they chased him lickety-split through the bushes on horseback until he had outdistanced all but the high-point riders. They had him cornered when he came to a bluff overlooking Cache Creek. His only chance lay in jumping horse and all into the creek, some forty feet below. The intrepid warrior got a running start and flew over the cliff. Unfortunately the water was muddy and he couldn't judge the depth at all. Cache Creek is hardly the Mississippi and in its deepest spots holds only about four feet of water. The unfortunate Indian had picked a shallow place. The horse, not being equipped with a bash plate, died on the spot. His stiff-legged skeleton still stands there and can be seen when summer dries up the creek. The Indian lived due to the excellent shock absorber action of the horse's independent four leg suspension and made good his escape.

Denise said the horse would be covered by water anyway, as he drove himself down into the mud quite a ways, and the snow was making the countryside kind of ghostly so we continued our journey.

We were driving along, me peering squinty-eyed through the snow, and Denise holding on to me as close as she could trying to keep the chill out when she said, "Leon, talking about that creepy Indian has made my imagination run away with itself. I can hear hoofbeats right behind us." I could hear them too, now that she had mentioned it. I turned around, half expecting to see blue uniformed U.S. Troopers galloping to our rear but no one was in sight. The noise turned out to be my pack dragging and thumping along the ground. One of the ropes holding it to the luggage rack had loosened and gotten caught in the chain. It wrapped itself around the primary gears or whatever is in the shiny case on the left side of the engine but I just cut the end loose and left the rope in there figuring the clatter from the engine would be that much less and on we went.

We came round a bend and were suddenly in the midst of a herd of buffalo. The beasts looked monstrous from a distance of six inches or so. Denise closed her eyes and grabbed me tighter and we began picking our way through. Snow was sticking to their unkept coats and their breath was fogging from the cold. Their breath stank too. We were glad to get out of there, though I did see one whose hide would have been perfect on our bedroom floor. I mentioned it to Denise but she said something about driving and talking at the same time so I shut up and bravely zipped between a calf and its mother as a defiant gesture and we were away from the herd. A buffalo chip was stuck on the front tire and went round and round until the high-speed mud flap managed to knock it off. A few minutes of pleasant riding through a stand of pine trees brought us to the outskirts of the refuge. We rattled across the cattle guard at the exit and were once more in free Oklahoma.

We eagerly rode the last few miles to Meers, crossing a quaint one-lane bridge on the way, anticipating a leisurely repast in the manner of travelers of old seeking and find a refuge against a storm.

Suddenly it was there in all its glory. It hit us like Times Square neon. Right smack-dab at the junction of three, not two, but three major farm-to-market roads sat the jewel of Meers. The general store was the tallest, the widest, the everythingest of the three buildings comprising Meers. We parked where we could find space, between a battered green pickup and 50 miles of open country and headed for the door. I gallantly spread my coat over a collie who was lying on the steps oblivious to the snow and smiled at his tail-thumping gratitude.

The interior was cozy and authentic as hell. The owners had recreated a page out of the past. It looked just like we imagined a general store to look in the days of the Wild West. Goods were everywhere, hanging from the ceiling, stuffed on shelves, behind glass cases, the whole Knotts Berry Farm bit. An old-fashioned wall telephone hung on a ceiling support but what really caught our eyes was an autographed photo of Gabby Hayes on the wall. Authenticity was the keyword.

We groped our way through the dim, narrow aisles to sit right under the whiskery portrait and ordered hamburgers and coffee. We would have ordered something fancy but the place shouted Americana and what could be more fitting than hamburgers? There was no cover and no admission and the hamburgers were priced right and tasted fine. Service can be reported as being excellent and the atmosphere was beyond belief. The only incongruous note to this step backward in time was the fluorescent orange cap worn by the man who took our money. He did put it in one of those old black cash registers with traces of gold trim to even things out. The lady who waited on us told us the story of four "college boys" as she called them, who came in and drank beer for a while until they got to feeling good. A man came in wearing boots and a cowboy hat. He was dusty from riding herd and ordered a beer. One of the boys snickered and said, "Hey gang, there's Lash LaRue!" The huge cowboy ambled over and said to them, "If any of your college boys so much as looks up, I'm going to drive you like a ten-penny nail." The lady said it was the funniest thing she had ever seen; four kids trying to drink their beers hunched just as low as they could get over that table. Every once in a while, one of them would ask in a whisper, "Is he gone yet?"

It was starting on toward dusk by the time we had drunk a second cup of coffee and since my lights had never worked we decided to say our goodbyes to the friendly folks. We left fully satisfied with our find to cheerful cries of "Come back". Come back we will, and we can heartily recommend The General Store of Meers, Oklahoma to any weary and hungry travelers in the area.

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Rod Morrison — Manager
Mitco Bultaco
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FREMONT SCRAMBLES
Fremont, Calif.
May 25, 1969
By Dale W. Ivan

100 NOVICE
Dennis Spence Kaw
Pat Brown Hod
Tim Ronsse Hod
Bill Underwood Suz
100 AMATEUR
Fred Bennett Hod
Lee Sidel Hod
200 NOVICE
Buffalo Willis Bul
Marty Webster Yam
Gary Kunsman Bul
Larry Powers Bul
250 NOVICE
Milan Terkla Bul
Doug Behr Bul
Wayne Farrel Kaw
Jerry Chappel Bul
Reg Kittrelle Bul
Mike Farley Bul
Pete Marchand Kaw
250 AMATEUR
Les Silveira Bul
Don Silveira Bul
Karl Triest Bul
250 EXPERT
Paul Johnson Bul
Harold Raggiao Yam
Bruce Texeira Bul
375 NOVICE
Jim Myers Hon
Bill O'Brien Bul
John Little Mon
375 AMATEUR
Craig Fillmer Hon
Ed Baldwin Mai
Jim Vermance Hon
375 EXPERT
Scott Diffenbaugh Bul
Dave Hansen Mai
Aronalo Castlona Mon
500 NOVICE
Bob Garretson Tri
Ben Travis Hon
Dave Whitehead Tri
500 AMATEUR
Rich Jacobs Tri
Bill Bourgeous Hon
500 EXPERT
Jerry Bowers BSA
Jerry Chadin Tri
650 NOVICE
Craig Godwin Tri
Paul Karpinski Tri
Gerald Ferreiria Tri
Duane Kimball Tri
650 AMATEUR
Ben Mosier H-D
Mario Renaldi BSA
Jeff Hammond Tri
650 EXPERT
Chal De Cecco Tri
Rick Otto Tri
Bill Budde BSA
Bob Boaz Tri

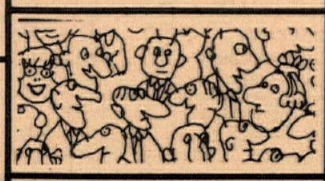
PERRIS M.C.
REC. CENTER
Perris, Cal.
May 31, 1969

100 NOV. A
Jim McKay Sac
Craig Johnson Suz
#558 –
Mike Rohm Hon
Jim Cooke V-T
100 NOV. B
Bill Dobbs Suz
Steve Tinsley Yam
Steve Jackson Sac
W. Hardcastle Suz
Joe Carmillo Hod
175cc
Bob Kline Kaw
Brent Leroy Yam
Jim Gilchrist Yam
John Carmillo Yam
Bruce Wing Mon
250 NOV.
Paul Lass Suz
R.Bourbonnais Kaw
Larry Stapleton Yam
Boyd Mason Yam
Robert Shurley Duc
250 AM./EX.
Dennis Creason Bul
Bob Greenstreet Bul
Ron McDaniels Yam
Tim Abshier Yam
BIG BIKE MOTO
Mike Posey Tri
Tony Denius H-D
Michael Smith Hon
John Jones Mai
Wayne Morphis Mon

UVAS DAM SCRAMBLES
San Jose, Calif.
May 30, 1969
By Dale Wm. Ivan

100cc NOV.
Tim Ronsse Hod
Ron Leidig Hod
Walt Nunes Yam
Steve Hernandez Kaw
100cc AM./EX.
John Brown Hod
Lee Seidel Kaw
200cc NOV.
Dale Ivan Bul
Gary Kunsman Bul
Ivan Shigemasa Bul
Dough Morris Bul
200cc AM.
Barry Webb Kaw
John Helebo Hon
Steve Pestoni Suz
250cc NOV.
John Fergundes Bul
Heubert Wells Bul
Jan Westrop Yam
Eric Moyano Yam
250cc AM.
Dick Plowman Hus
Larry Frey Bul
Dick Steinke Bul
Les Costanza Oss
250cc EX.
Allen Kenyon Bul
Jim Foley Bul
Scott Diffenbaugh Bul
375cc NOV.
Dave Clausen Mai
John Little Mon
Ron Johnson Mai
375cc AM.
--- Mai
Sherwin Kimball Mai
Jim Booth Mai
375cc EX.
Allen Kenyon Bul
Scott Diffenbaugh Bul
500cc NOV.
Dave Whitehead Tri
Don Tindall Tri
Hector Cisneros Tri
500cc AM.
Bill Landsborough BSA
Ken Baisa Tri
Rich Jacobs Tri
650cc NOV.
Stan Coffott Tri
Roy Geddie BSA
Craig Godwin Tri

650cc AM.
Jim Morrill Tri
Joey Iacobitti Tri
Mario Rinaldi Tri
650cc EX.
Bob Scally Tri
Rick Otto Tri
Bill Flett Tri



RIDGE RUNNERS
TIRE CLIMB
Corbett, Oregon
May 25, 1969
By J. Lacey

100cc
Albert Matson 75 ft.
L. Butterfield 71
D. Hemminger 67
Paul Sives 55
Tom Granberg 32
200cc
Neal Hulet 95 ft.
George McNelly 75
David Simpson 73
Don Bench 72
L. Butterfield 70
250cc
R. Bjornstad 6.79 sec
Fred Stehl 7.00
Jerry Asquith 7.44
Duane Williams 149 ft.
Billy Garoutle 133
360cc
John Ross 8.10 sec
Don Scvanson 8.86
Richard Anderson 138 ft.
Dean Hukkila 132
Jim Durden 115
500cc
Del George 7.20 sec
Dave Stinson 8.16 sec
David Rankin 145 ft.
Robert Weigaret 144
Bennie Roberts 136
OPEN
Richard Clay 6.15 sec
James Brooks 8.24
Joe Cockron 8.29
Floyd Payne 10.07
Don Henning 149 ft.

ROGUE VALLEY TT
Grants Pass, Oregon
May 31, 1969
By Linda Bigham

POWDER PUFF
TROPHY DASH
Karen Ward
FLAT TRACK
Karen Ward
SCRAMBLES
Karen Ward
TROPHY DASH
100: Dave Russel
200: Dale Hall Jr.
Kids: Reace Kirkly
250: Wes Ward
Open: Harvey Crews
FLAT TRACK
100: Rusty Ross (C)
A: Dwayne Francisco
200: Randy Johnson (B)
A: Mike Brannum
Kids: Reace Kirkly
250: Terry Oyler (C)
A: Harvey Crews
500: Van Chippy (A)
Open: Harvey Crews (A)
SCRAMBLES
100 C: Randy Bigham
Dennis Crews
Dwayne Francisco
100 B: Gene Snider
Larry Blain
Carl Fairfield
100 A: Dave Russel
John English
Dwayne Francisco
200 B: Randy Johnson
200 A: Rick Bliss
Mike Brannum
Hank Cossio
250 C: Gerry Berquist
Bob Johnson
Larry Howard
250 B: Mike Brannum
Harold Ward
250 A: Harvey Crews
Dan Ginther
Dwayne Francisco
Open C: Dwight Miller
Open B: Van Chippy
Ed Neilsen
Dan Estremedo
Open A: Harvey Crews
Dick Chambers
Gary Tryon

CASTLE ROCK
OPENER
May 31, 1969
By J. Lacey

NOV. TROPHY DASH
Chuck Joyner Kaw
NOVICE MAIN
Chuck Joyner Kaw
Mark Niccoli H-D
Mike Gregg Bul
AM. TROPHY DASH
Bill Elder H-D
AMATEUR MAIN
Jack Mott BSA
Thad Lawence Kaw
Bill Nobel Tri
EX. TROPHY DASH
Ike Reed Tri
EXPERT MAIN
Paul Bostrum Tri
Dan Holton Tri
Sonny Burres Tri
Mark Williams Tri

SIDEWINDERS TT
Memorial Day
By J. Lacey
NOV. TROPHY DASH
Chuck Joyner Kaw
FIRST NOV. HEAT
Darrel Cotton Kaw
SECOND NOV. HEAT
Chuck Joyner Kaw
NOVICE MAIN
Chuck Joyner Kaw
Darrel Cotton Kaw
Mike Gregg Bul
Nick Akins Bul
AM. TROPHY DASH
Bill Elder H-D
FIRST AM. HEAT
Bill Elder H-D
SECOND AM. HEAT
Jack Mott BSA
AMATEUR MAIN
Bill Elder H-D
Bill Manley H-D
Thad Lawrence Kaw
Bill Jackson Tri
EX. TROPHY DASH
Mark Williams Tri
FIRST EX. HEAT
Mark Williams Tri
SECOND EX. HEAT
Gary Davis Tri
EXPERT MAIN
Mark Williams Tri
Gary Davis Tri
Ike Reed Tri
Skip Van Leeuwen Tri

MEMORIAL CHAMP
Graham Speedway
Tacoma, Wash.
June 1, 1969

EXPERT CLASS
Skip Van Leeuwen Tri
Jim Jones Tri
Emil Ahola Tri
Jim Smith Tri
Sonny Burres Tri
Don McLeod H-D
Gregg Morris Tri
Jim Patereau Nor
AMATEUR CLASS
Squire Tomasie Tri
Bill Elder H-D
Bill Noble Tri
John Bromley H-D
Bill Jackson Tri
Charlie Thielke Tri
Jim Cayou Tri
Barry Beck H-D
Jessie Rodriguez Tri
NOVICE CLASS
Darrel Cotton Kaw
Pat Marinacci Bul
R.E. McGrew Hon
Ron Thompson Hon
John Engelke Yam
Al Councilman Yam
Norris Ormsby H-D
EXPERT DASH
Skip Van Leeuwen
Jim Jones
Sandy Saunders
AMATEUR DASH
Squire Tomasie
Jim Cayou
Bill Elder
NOVICE DASH
Chuck Joyner
Mike McNemar
Darrel Cotton

Results

PALO ALTO M.C.
SCRAMBLES
Fremont, Calif.
June 1, 1969
By W.H. Spencer

100 NOVICE
Tim Ronsse Hod
Jim Rodriquez Hod
Gary Selby M-B
Steve Hernandez Kaw
100 AMATEUR
Fred Bennett Hod
Derek Olsen Hod
200 NOVICE
Gary Kunsman Bul
Ivan Shigemasa Bul
Stan Caffott Bul
Larry Powers Bul
250 NOVICE
John Fagundis Bul
Joe Biesecker BSA
Jerry Chappell Bul
Wayne Farrell Kaw
Ron Douglas Bul
250 AMATEUR
Joe Soto Bul
Don Cowles Bul
Karl Triest Bul
Les Costanza Oss
250 EXPERT
Al Kenyon Bul
John Gennai Oss
Bruce Texeria Bul
John Silva Yam
375 NOVICE
Tom Madlem C-Z
Clarence Jones H-D
Bill Roberts Mai
Slim Myers Hon
375 AMATEUR
Cosby Chustnut Mai
Larry Frey Bul
Sherwin Kimball Mai
375 EXPERT
Scott Diffenbaugh Bul
Duane Spence Mai
500 NOVICE
John Fritz Tri
Dave Whitehead Tri
Ben Travis Hon
500 AMATEUR
Rich Jacobs BSA
Bob Ward BSA
500 EXPERT
Jerry Bowers BSA
Gene Conant Tri
650 NOVICE
Paul Karpinski Tri
Rick Johnson BSA
650 AMATEUR
Joey Iacobitti Tri
Bob Robertson BSA
Steve Spence Tri
650 EXPERT
Lance Anderson Tri
Rick Otto Tri
Bill Budde BSA
Tiffen Mullenac Tri
SIDE HACK
Jack Singleton Tri

MANOR DOWNS
HALF MILE
Austin, Texas
May 25, 1969

124cc HEAT
Robert E. Lee 125 Yam
Bill Kasson 123 Pen
Drake Pruitt 90 Hon
200cc HEAT
Jody Wells 200 Suz
Willard Kelley 175 Hon
Tommy Smith 175 Bri
Tommy Fischer 175 Bul
250cc HEAT
Mike Odem 250 Suz
Willard Kelley 250 Bul
Duane Sanders 250 Bul
250cc HEAT
Robert E. Lee 250 BSA
Terry McDonald 250 Yam
Jeff Tindell 250 H-D
500cc HEAT
Mike Odem 350 Hon
Brad Hayes 441 BSA
Tony Rodriguez 441 BSA
OPEN HEAT
R. L. Ticer 650 Tri
Robert Berry 650 BSA
Ronnie Doyle 750 Nor
200cc SEMIFINAL
Jody Wells 200 Suz
Willard Kelley 175 Hon
Tommy Fischer 175 Bul
250cc SEMIFINAL
Mike Odem 250 Suz
Jeff Tindell 250 H-D
Terry McDonald 250 Yam
500cc SEMIFINAL
Mike Odem 350 Hon
M.Rosenborrough 500 Tri
Jeff Tindell 350 Hon
OPEN SEMIFINAL
Ronnie Doyle 750 Nor
Winston Stelter 650 Tri
Robert Berry 650 BSA
125cc FINAL
Robert E. Lee 125 Yam
Bill Kasson 123 Pen
Drake Pruitt 90 Hon
250cc FINAL
Mike Odem 250 Suz
Jody Wells 200 Suz
Danny Spencer 250 Bul
Terry McDonald 250 Yam
OPEN FINAL
Mike Odem 350 Hon
Ronnie Doyle 750 Nor
R. L. Ticer 650 Tri
Robert Berry 650 BSA

GROUNDSHAKERS M.C.
MAX SWITZER BENIFIT
Las Vegas, Nev. 6-8-69

Tom Scales AM Hus
Jim Johnson NO Hus
Casey Folks EX Sac
N. Thompson NO Hus
Steve Shaw NO CZ
Mike Sevart NO Duc
Pat Friel NO Gre
Bill McDaniel NO Bul
Rex Smith NO Gre
Lee Mayse NO Sac
Bill Sears NO Yam
Doug Bliss NO Yam
Kent Nickles NO Mai
D. Svasdra NO Hus
T. Ehrenberg NO Hon
K. W. Scales NO Sac
Doug Wilder NO H-D
Phil Judd NO Sac

ANTELOPE RAMBLERS
HARE & HOUND
June 8, 1969
Mike Patrick Yam
Tom Muto Hus
Bruce Dunford Hus
Tom Maxwell Nor
George Zuber Yam
Lynn Cole Mai
M. Dahlquist Hus
Glen Thomas Hus
Gene Dempsey Tri
100cc CLASS
Jack Morgan Hod
D. Goldsmith H-D
Wes Anderson H-D
Lynn Fortner Sac
Mike Brown Sac
Ken Ruckspan Hod SS
Tom Jenkins Hod
Eddie Crowell Hod
Monte Lee Hod
Don Wlkins JR. Sac

ORANGE COUNTY
M.C. TT SCRAMBLES
Perris, Calif.
June 6, 1969

250 AM. MOTO
Chas. Gann Bul
Glen Brunson Bul
T. Hochtgesang Bul
100cc NOV. MAIN
Tom Heard Hod
Steve Atder Hod
Bob Saunders Kaw
250 NOV. MOTO
Dick Gann Bul
Hugh Long Bul
Dan Jones Yam
50cc COMBINATION
Jay Lewis Yam
Jeff Sexton Hon
Steve Herrera Hon
POWDER PUFF
Diane Connolly Hod
Eulene Long Hod
Maureen Lee Hod
125 COMBINATION
John Rice Sac
Larry Bird Yam
Dick Sanders Bul
250 EX. MOTO
Steve Nichols Yam
Dan Carleton Oss
Larry Taylor Bul
Danny Hockie Oss
Jim Connolly Oss
200 COMBINATION
Bob Hardison Bul
Bob Saunders Bul
Dan Kegler Bul
Don Cook Bul
100 AM/EX. MOTO
Steve Nichols Yam
Troy McKee Hod
OPEN AM.
Fred Corley Tri
Tom LaFortune Tri
John Kavenaugh Tri
Bob Potts Tri
350-500 AMATEUR
C.H. Wheat Jr. Mai
Glen Brunson Bul
Jerry Arcutt Tri
Jay Wahl Bul
Al Anders BSA
Gene Lee Gre
350-500 EXPERT
C.H. Wheat Mai
Jim Connolly Gre
Gary Jones BSA
Don Jones BSA
OPEN EXPERT
Terry Moriarty Tri
Ike Mizen Tri
Bill Byrd BSA
350 NOVICE
James Johnnie Hon
Gene Lay Hon
Bruce Yoakom Hon
Jim Allen Hon
Bob Lucke Hon
500 NOV. MOTO
Bob Baker BSA
Mike Mockbee Tri
Al Smith BSA
Roger Fleming Mai
Sam Crooks Mai
OPEN NOV.
Gary McKeon Tri
Art Amarillas Tri
Larry Marlett Nor

TWO-DAY RALLY
SIDEWINDERS AND
LUCKY SPOKES
May 31, June 1, 1969
By N. Williams

100cc
Billy Lewis Hod
Bruce Malvaney Suz
Ricky Graves Hod
200cc
Gary Kapus Kaw
Jim Nichols Kaw
Bob Wright Bul
250cc
Mike Ellis Yam
Mike Gregg Bul
Chuck Joyner Kaw
500cc
Lowell Carey Hon
J. Lacey Tri
Gary Kapus Kaw
OPEN
Duane Jordan Tri
Dennis Erdman Tri
Thad Lawrence Kaw

RESULTS

ALL RESULTS ARE UNOFFICIAL UNLESS OTHERWISE NOTED.

FONTANA MOTOCROSS
CMC June 7, 1969
(OFFICIAL)
By David A. Butler

125cc JUNIOR
G. Lund Sac
R. Goldberg Hod
B. Smith Yam
250cc JR.
R. Peterson Yam
T. Crsoby Yam
J. Fishback Yam
500cc JR.
C. Cotton Hus
E. Abbott Mai
B. Harris Hus

EUROPEAN MOTOCROSS
Salem, Oregon
June 1, 1969
By Marie Layton

OPEN DIVISION
Lars Larsson Hus
Robert Leach C-Z
Chas. Standiford C-Z
250cc SR. DIV.
Bill Cook C-Z
Keith Nerseth Kaw
Garry Seeley C-Z
250cc JR. DIV.
Bill Reid Bul
Les May C-Z
Eric Forster Cot
125cc SR. DIV.
Lars Larsson Pen
Larry Mascotte Bul
Claes Nilson Pen
125cc JR. DIV.
Gary Olsen Pen
Ron Britton Yam
Jerry Sadler Hon
BEGINNERS CLASS
Dave Fitzgerald
Stan Morin
Jim Sethes

TROJAN SPEEDWAY
South Gate, Calif.
June 5, 1969

125 TT
Paul Wilde Yam
Jim Dawson Yam
Bob Hardeson Yam
100cc TT
Paul Wilde Yam
G. Cunningham Par
Jack Morgan Hod
250 TT
L.Stumpenhaus Bul
Irwin Moon Bul
Bob Williams Gre
125 FLATTRACK
Bob Hardeson Yam
Jim Talber Hod
Jeff Smith Y Yam
250 FLATTRACK
L.Stumpenhaus Bul
Irwin Moon Bul
Jim Raymond Mon
TT TROPHY DASH
100 Paul Wilde
125 Bob Hardeson
250 L. Stumpenhaus

ACA MOTOCROSS
Saddleback Park, Cal.
June 8, 1969
By Terry Pratt

OVERALL WINNERS
James Wilson Gre
Tim Hart Mon
Ronald Fry Hus
250cc SR.
Gary Bailey Gre
Mike Runyard Eag
Jim Wilson Gre
Kiyomaru Kato Yam
125 SR.
Tom Rapp Bul
Gary Bailey Pen
Mike Runyard Sac
250 JR.
Chuck Lunde C-Z
Bill Gomen C-Z
Jeff Jackson Hus
350 JR.
Robin Fisher BSA
John Wilson Bul
Steve Scharf Hon
500 Jr.
Mark Blackwell C-Z
Howard Jackson Hus
Ed Albert Mai
OPEN
Bob Bailey Tri
Jack Kell T-M
Wally Gordon Tri
100cc JR.
Don Emler Suz
R. Goldberg Hod
Robert Fortier Hod
125cc JR.
Bruce Baron Sac
Fred Cox Sac
R. Morrison Bul

LUCKY SPOKES
SCRAMBLES
Brush Prairie, Wash.
June 1, 1969
By N. Williams

100cc BEGINNERS
TROPHY DASH
Don Cranfill Kaw
A MAIN
Don Cranfill Kaw
Al McCutcheon Yam
Barry Agard Hon
B MAIN
Jim Perry Toh
Mike Sullivan Yam
100cc TROPHY DASH
Ricky Graves Hod
A MAIN
Billy Lewis Hod
Ricky Graves Hod
Jack Mills Kaw
B MAIN
Tom Van Hunton M-B
Mike Manning Bul
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Jim Nichols Kaw
M. Esenbraun Bul
B MAIN
Mac McKeowen BSA
Mike Hannula Yam
250cc TROPHY DASH
Mike Gregg Bul
A MAIN
Mike Ellis Yam
Mike Gregg Bul
Cliff Scott Yam
B MAIN
Ed Sinclair Yam
Geo. McCutchan Mon
C MAIN
Dale Pace Kaw
500cc TROPHY DASH
Lowell Carey Hon
A MAIN
J. Lacey Tri
Lowell Carey Hon
Fred Johnson Mai
B MAIN
Howard Bushman BSA
Doc Harmon Hon
OPEN TROPHY DASH
Vern Perry Tri
A MAIN
Vern Perry Tri
Henry Schram Tri
Mark Baker Tri
B MAIN
Bob Lindauer BSA
Jim Ding Tri

HI BOOTS TT
SCRAMBLES
Dehesa, Calif.
June 8, 1969
By Bill Harmer

POWDER PUFF
Debbie Reon Hod
Carol Chiara Hod
Jeannie Gibson Hod
100cc NOV. MAIN
Doug Maloney Hod
B. Montgomery Hod
Jim Brockman Suz
100cc EX. MAIN
Carl Byers Hod
Jim McGuire Hod
Kevin Stafford Hod
125-200 NOV.
John Swinko Bul
M. Stephenson Sac
Bob Darnell Kaw
125-200 EX.
Jay Dunn Sac
Earl Crippa Sac
Jim McGuire Sac
250 NOV.
Randy Cushman Bul
Ed Murie Bul
Earl Crippa Oss
250 EX.
Ward Ring Yam
Vic Hannan Kaw
Earl Barker Yam
OPEN NOV.
Steve Shirk Tri
Bob Larson Tri
John Caldwell Bul
OPEN EX.
Earl Barker Tri
Don Matthews BSA
Jim Harmon Nor
SWEEPSTAKES
Ward Ring Yam
Carl Byers Hod
Vic Hannan Kaw

PROFESSIONAL TT
Ascot Park, Gardena, Ca
June 7, 1969

NOVICE TROPHY DASH
TOD Sloan Bul
John Hateley Moon
Al Kenyon Bul
Jim Rice Bul
AM-EX. TROPHY DASH
S. Van Leeuwen Tri
Dusty Coppage Tri
Dallas Baker BSA
Larry Wilburn Tri
Time: 1:34.49
NOVICE MAIN
Tod Sloan Bul
John Hateley Mon
Al Kenyon Bul
Jim Rice Bul
Don Emde Suz
Rick Talbot H-D
Time 4:54.78
AMATEUR MAIN
Keith Mashburn Tri
Dave Hanson Tri
Don Dudek Tri
Randy Smith Mon
M. Van Acker Tri
Frank Gillespie Tri
Time 8:05.65
EXPERT MAIN
Dusty Coppage Tri
S. Van Leeuwen Tri
Eddie Mulder Tri
Mike Haney Tri
Ralph White Tri

TT SCRAMBLES
Huntington Beach
Cycle Park
H.B., Calif.
June 8, 1969
By Mike Lovell

500 OPEN EXP.
Jim Peterson Tri
Lance Vallery Bul
Alan Reed Mai
350 NOV. MOTO
Tom Shumard BSA
Bill McDowell Bul
John Wettgen Hon
500 OPEN NOV/AM.
M. Chamberlain Tri
Ron Bare Tri
Bill Bartels H-D
100cc MAIN
Kirk Redding Bri
Lance Vallery Yam
David Boydston Yam
125cc MOTOS
David Boydston Yam
Gary Wells Bri
Kirk Redding Suz
250 AM/EX. MOTOS
Mike Toussau Yam
Ted Longwith Oss
Tom Jones H-D
250cc NOV. MAIN
D. Butterfield Yam
Carroll Heilland –
Bill McDowell Bul

ELSINORE TT
Elsinore, Cal.
June 7, 1969
By J. Vardeman

100 NOV. 1 MAIN
S. Sivadge Suz
D. Remp Yam
S. Willoughby Yam
100 NOV. 1-MAIN
E. Barnes Yam
D. Hart M-B
E.J. Steffen Yam
125 NOV.
L. Chapple Yam
R. MacEwen Yam
L. Barnes Yam
200 NOV.
G. Acker Hon
G. Jarman Tri
250 NOV.
B. Huntsman Bul
M. Hagaski Oss
R. Gann Bul
350 & 500 NOV.
G. Lay Hon
M. Porter Mai
L. Stites Hus
OPEN NOV.
B. Larsen Tri
G. Lay Hon
R. Stites Hus
100 EX.
T. McKee Hod
D. Hopkins Suz
D. Field Cim
125 EX.
L. Bird Yam
L. Barnes Pen
T. Mitchell Pen
500 & OPEN EX.
T. LaFortune Tri
M. Chamberlain Tri
J. Willey BSA
SWEEPS
T. McKee Hod

SCRAMBLES
Marysville, Calif.
JUNE 7, 1969
By Dale McKinnon

100 NOV.
Jack Eddings Hod
Chuck Giese Bri
Randy Eddings Hod
125 NOV
Vic Krill Yam
Ken Snider Yam
Cliff Jones Bul
250-200-125 AM.
R. Ganella Bul
J. Denny Bul
John Fite Bul
200 NOV.
Robt. Keefer Bul
Don Gentile Hon
Don Bills Kaw
250 NOV.
Chas. Fairchild Kaw
Robt. McCoy Yam
Jan. Van Westrop Yam
250 EX.
Cliff Asland Suz
Gary Lozano Bul
Carl Cranke Kaw
HACKS
Jim Bass
T. Bickerstaff Suz
– –
375 NOV.
Virgil Byers Mon
J. Gasberger Mai
Monte Gibson Hon
500 NOV.
Joe Newman Tri
J. Jacobson Tri
Bob Marazzani Tri
650 CLASS
Russ Powell BSA
Jerry Philpot Tri

BAY MARE RANCH
1000 Oaks, Cal.
June 8, 1969

100 MAIN
Steve Armstrong M-B
Dave Rogers Bul
Dan Armstrong M-B
125 MOTOS
Jay Dawson Yam
F. Bibb Yam
M. Cook Bul
175-200 MOTO
R. Foster Mon
R. Toberoff Hon
D. Rogers Bul
250 NOV. MAIN
C. Burt Bul
B. Payne Mon
J. Everton Bul
250 AM/EX. MOTO
L. Shoemaker Yam
Linus Beall Bul
C. Omo Jr. Mon
350 NOV. MAIN
D. Arramlside Hon
D. Rogers Bul
V. Everton Bul
500 NOV. MOTO
K. Potter Mon
J. Bean Mai
D. Diaz Tri
350-500 AM.EX MOTO
L. Shoemaker Bul
G. Mclarty Hus
A. Rollins Bul
P. Murphy Tri
OPEN NOV-AM. MOTO
M. Tillman Tri
R. Carpenter BSA
R. Walker Tri
R. Rondell Tri
SIDEHACK MOTO
C. Roesch H-D
T. Benje
E. Morris Tri
R. Emmons
T. Haynes Gre
D. Erkel

SIDEWINDERS TT
PICTORIAL
Portland, Oregon
June 6, 1969
By J. Lacey

NOV. TROPHY DASH
Jake Jones Yam
AM. TROPHY DASH
Jack Mott BSA
EX. TROPHY DASH
Mark Williams Tri
NOV. MAIN EVENT
Darrell Cotton Kaw
Mike Gregg Bul
Mike McCall Kaw
AM. MAIN EVENT
Jack Mott BSA
Bill Elder H-D
Len Miller Tri
EX. MAIN EVENT
Mark Williams Tri
Ray Carroll Tri
Ike Reed Tri

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LIONS DRAG STRIP
Long Beach, Cal.
June 8, 1969
By Dan Zeman

TOP BIKE
Bill Chambers 10.70–130.00 H-D
TOP GAS
Jerry Nance 11.90 99.00 Tri
TOP MODIFIED
Al Sherwin 11.89–112.13 H-D
TOP STREET
John Willhite 13.49– 96.87 H-D
STREET
B-John Willhite 13.49– 96.87 H-D
C-Moulders & Durkee 13.24–101.58 Nor
D-Dirk Luijt 13.00–104.00 Kaw
F-Dave Eggers 15.62– 79.08 Hon
G-Tim Wilson 16.00– 78.26 Suz
I -Vic Page 21.39– 60.16 Hon
J- Dave Faust 20.80– 56.97 Suz
MODIFIED
A-Al Sherwin 11.89–112.13 H-D
C-Art Houston 12.47–107.88 Tri
D-Ron Sommers 12.54–105.38 Suz
F-R.Martindale 14.92– 85.30 Yam
G-Jack Linn 12.44–107.00 Suz
J-Don Green 20.55– 53.50 Yam
GAS
A-B.Braverman 10.83–128.00 Kaw
C-Jerry Nance 11.90– 99.00 Tri
E-Charlie Cash 12.47–102.85 Suz

ORANGE CO.
FLAT TRACK
AND TT.
El Toro, Cal.
June 4, 1969
By Jim Vardeman
125 SHORT TRACK T.D.
Carl Byers Hod
125 MAIN
Kevin Stafford Hod
Carl Byers Hod
250 TROPHY DASH
J. Raymond Mon
250 MAIN
Randy Ellis Bul
Jim. Raymond Mon
OPEN TROPHY DASH
Len Arnold Tri
OPEN MAIN
Len Arnold Tri
P. Armstrong Tri
125 TT TROPHY DASH
Mike Payse Bul
125 TT MAIN
R. Vanderpool Yam
Mike Payse Bul
250 TT TROPHY DASH
Randy Ellis Bul
250 TT MAIN
Randy Ellis Bul
R.W. Ring Yam
Jim Raymond Mon
OPEN TT TROPHY DASH
Jim Peterson Tri
OPEN TT MAIN
Jim Peterson Tri
Tom LaFortune Tri
P. Armstrong Tri

LODI M.C. SCRAMBLES
Lodi, Calif.
June 8, 1969
By Babs Chase

100 NOV.
Steve Hernandez Kaw
Jeff Davidson Bri
Joe Krick M-B
100 AM.
Fred McFarland Suz
Dewayne Perry Bri
200 NOV.
Bill Young Bul
Jim Adams Bul
250 NOV.
Bill Hines Kaw
Mike Shook Bul
Bill Keyes Kaw
200 AM.
Alex Jorgensen Oss
Carl Yerby Bul
250 AM.
Jim Crenshaw Yam
Bill Evans Yam
John Green Kaw
250 EX.
Jim Foley Bul
Ray Huff Yam
Bruce Teixaria Bul
Stan Anderson Bul
375 NOV.
Russ Tomlinson Bul
Monty Hancock Hon
500 NOV.
Bob Marazzina Tri
650 NOV.
Wendell Davidson Tri
Frank Elleard BSA
500 AM.
Chuck Huff Tri
Bud Smith Tri
650 EX.
Ray Huff BSA
Jorgy Jorgensen BSA

WHITEMAN STADIUM
Pacoima, Calif.
June 7, 1969

TROPHY DASH
Rick Woods Jaw
C MAIN
Norm Elledge JAP
Jim Gresham JAP
B MAIN
John Carter Jaw
Sammy Tanner Jaw
Ron Miller Jaw
P.Conserrierre Jaw
A MAIN
Sonny Nutter Jaw
Rick Woods Jaw
Greg Haserot Jaw
Stu Morley Jaw

ASCOT PARK HALF-MILE
Gardena, Calif. June 6, 1969

15-LAP EXPERT MAIN
Jim Odom Nor
Shorty Seabourne BSA
Lloyd Houchins BSA
P. Conserriere H-D
Geezer Emick BSA
Ron Kruseman Tri
Len Earl H-D
Carl Patrick Tri
Reg Chosney Tri
Sammy Tanner R.E.
Time: 5:55.87

10-LAP AMATEUR MAIN
Keith Mashburn Yam
Frank Gillespie Tri
Bob Haynes H-D
Don Dudek Tri
Dave Hansen Tri
Mike Spitzer BSA
Wayne Hosaka BSA
Tom Mohr Tri
Time: 3:59.73
8-LAP NOVICE MAIN
Freddie Edwards Yam
Tod Sloane Kaw
John Hateley Suz
Rick Talbot H-D
N. Blockinger H-D
Mike Van Scoy Suz
Jim Dauk Yam
Milo Walz Hon
Chuck Hart Hon
Ted Longwith Kaw
Time: 3:15.74
3-LAP EXPERT TROPHY
Lloyd Houchins BSA
P. Conserriere H-D
Keith Mashburn Yam
Shorty Seabourne BSA
No time due to accident

5th ANNUAL TIGER
CANYON TRIAL
Walla Walla, Wash.
May 25, 1969
By Marv Foster
1st OV
1st OVERALL
Leon Willbanks Cot 37 pts.
125cc CLASS
Neil Hinton Hon 53 pts.
Leroy West Hod 66
Harry Taylor Hod 94
Roger Phillips Hod 103
Gene Hess Hod 107
Randy Turley Hod 107
Pat McDaniel Hod 111
Dan Amon Hod 116
Bill Norton Hod 118
Jim Simmons Hod 128
250 CLASS
Jack Williams Gre 55 Pts.
Bill Miller Bul 58
Ernie Hills Gre 59
Al Barclay Bul 60
Pete Lybecker Cot 70
Martin Spriggs Gre 82
Bill Smith Bul 83
D.Richardson Gre 88
Mick Oliver Yam 88
Ray Rumboltz Bul 102
OPEN CLASS
Dick Rubenser Hon 132 pts.
Fred Calhoun Hon 252
Dick Schwarz Mat 347
Lowell Nofziger BSA 396
Bill Rogers Hon 647
Bob Pitner Hon DNF
POWDER PUFF
Patsy Poe Hod 5 pts.
SPECIAL SECTION
Ernie Hills Gre clean
HARD LUCK TROPHY
Dave Bergumm Bri 811 pts.

A Scrambler Looks At The Desert (Or Why Didn't I Find Out About It Sooner?)

By Maureen Lee

For year after year our desert riding friends have been ribbing us about sticking so close to scrambles and motocross. While we admit their weekends sounded like fun I decided that I was ninety years too old to last that long on the back of a bike on a desert run, but they persisted. This weekend the perfect opportunity arose. I for went my "Scramblin' Around" assignment for the weekend, we loaded up Gene's Greeves and my Hodaka and away we went for the Holiday area.

Our friends the Jack Rabbits were having their annual club poker run, "laid out over trails so that even grandma can finish," and "just a short one, forty miles." "Please come."

The camping area was set in a beautiful grove of Joshua trees and after the season's rains, the desert was at its best. Even the weather went out of its way to impress us that this was the place to be, not at a scrambles. It was so mild that even at one in the morning it was T-shirt time. What were we doing up at one in the morning? Sitting around a campfire, tummies full of freshly cooked weenies and 'sody, bench racing and having a whale of a time. Even after we climbed into sleeping bags, the fun went on with an impromptu flat track event around the fire pit with everyone on Honda mini trails. We're not mentioning the names of the riders because this was, after all, a club event so letting down one's hair was part of the fun. Anyway, a couple of the boys should give up desert for serious flat-tracking, they were good.

Dawn was beautiful, a superflous thing to say to those who go to the desert all the time, but watching it for a while helped me empty my head out a bit.

One poor soul must have kicked over his 250 a hundred times and the comments from those curled up in sleeping bags watching would have made a terrific script for "Laugh In," ranging all the way from "Would jump cables help?", "Get a horse," "You've had your helmet on all morning, did you sleep in it?", "Buy a PurSang, mine starts one kick," etc.

Illustration by Winston Beaumont

While we were all getting shaken down for the day, the liming crew had left at daybreak to check out markings for the run and to place the red and white Jack Rabbit ribbons out.

Promptly at ten a riders' meeting conducted by Joe Borgias took place, where he explained the simple instructions on following the trail, the check point procedures and then pointed out that his was a family run so any of the hotshots should consider this fact and keep in mind women and kids were on the trail. At this point I was nervous, all I could think of was forty miles! Forty miles!! I'm good for three or five high speed laps or as a supreme effort, Hopetown.

So, away we went. The course was beautiful, I'll say that. At one point we ran over some hills way back in the interior on a little trail. It was hard packed and easy riding (if you hadn't been terrified) and ran through what was for me the first look at a real stand of California wildflowers. One of the few times you realize there is still some California left that isn't ticky-tacky houses and freeways.

There was a water crossing on a pretty little creek, all pebbles and clean water and about six inches deep and three feet across giving riders time to pour water down hot necks as by then it was getting pretty warm.

The time for completing the ride was estimated at an easy two hours, we took, or I should say, I took, four which will give you desert people a giggle right there. At one point I knew I wouldn't make it, I imagined my bones mouldering out there, so ride along murmuring lines from Ruper Brooks' poem, "If I should die etc....." There was also an uphill sandwash I don't even want to discuss.

Still, we had fun and my troubles were lack of trailing experience, doing all the dumb-dumb things you know you shouldn't do, but do, like not relaxing enough and hitting sand and gravel fast without your rear end hanging back to keep the front end light.

Anyway, I made a trip to the desert and can see where it can turn you on. Just watching pit activities alone proved a point with all the little kids taking off into the open spaces on trail and mini trail bikes, most with helmets on and woe betide one who rode off without one when dad caught him! The visiting going on between everyone. I only wish "outsiders" could see what a real family sport it is, even more so than scrambling.

Not only that, as this was a club event for members and guest only, it also proved a point as to why you should belong to a club. The companionship and feeling of belonging was something else. One of the members, Bobby Tondo flew to L.A. from San Diego, drove out to ride and then made the return journey to his ship so he could be with his family and friends to ride. This is a solid group of people grooving on one thing, closed against what the rest of the world is doing while they're altogether.

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George Spellman – 1st 250 Jr. – Fontana 5/17
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Ray Vanderpool – 1st 250 Ex. – Elsinore 5/10
George Spellman – 1st 250 Jr. – Deadmans Point 4/20
Mike Hagoski – 1st 250 Nov. – Elsinore
Ted Longwith – 1st 250 Ex. – Elsinore
Danny Hockie – 1st Lt. Wt. Sweep. – Elsinore
Norm Cowell – 1st Expert Trials – Mir Mar
Dan Carlton – 1st 250 Ex. – Elsinore 4/19
Ron Roberts – 1st 250 Ex. Cross Country – Coo's Bay 4/6
Tom Barnett – 1st 200 Ex. Cross Country – Coo's Bay 4/6
George Spellman – 1st 250 Jr. – Deadmans Point 5/18

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Palo Alto Action

By W.H. Spencer

FREMONT, CA., June 1 – Palo Alto M.C.'s second scrambles of the year at Fremont Raceways played to a thousand spectators and nearly 300 riders. The track was rough and the racing fast.

Lance Anderson won the main event, on a Triumph borrowed from Gene Connant, over 10w, Rick Otto on another Triumph. Both Otto and Anderson pulled away from the pack and had their own race.

One of the best shows of the day was the 650 Amateur main in which Steve Spence worked his way from the back of the pack to a firm third place finish on a track that is very hard to pass on.

Paul Karpinski won his main and promptly fell off with much enthusiasm as Craig Goodwin went off the track with mechanical ills after having passed the first lap leaders.

The 375 Expert main brought out District 36 #2 racer Al Kenyon to ride against Dave Hansen, Scott Diffenbaugh and five other riders. After Kenyon's double win at Uvas Dam and a win in the 250 Expert here, it appeared that he was going to do it again. At the drop of the flag, Diffenbaugh took the lead with Hansen and Kenyon in tow. Hansen got by Diffenbaugh in lap 2 as Diffenbaugh began to look as loose.

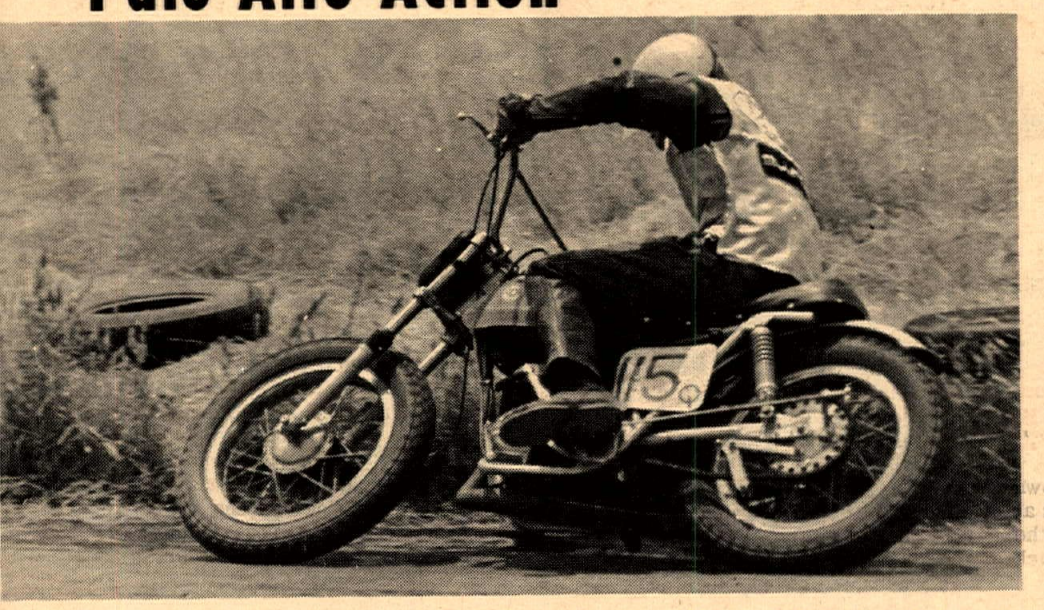
Hansen then began to pull away until lap 3 when Diffenbaugh got wide in the first turn and Kenyon got by with no problem. Kenyon closed it up until the yellow flag lap where he was right on him, just waiting for Hansen to make a mistake.

In the short bank Hansen did make a mistake. Down went the bike and as the rear wheel went wide Kenyon had no place to go but down and off went Diffenbaugh to the win.

Tom Madlem returned to the 375 Novice class with a CZ and had no problem winning his class.

Stan Caffott, led off the 200 Novice main with Ivan Shigemasa in second and it looked as if they might run off and hide, but Gary Kunsman all of a sudden appeared in lap 2 to take over. Shigemasa barrel shot Caffott exiting the first turn and passed him over the jump and finished second.

(Results on page 20)



Scott Diffenbaugh cuts it real close to the turn on his way to 375cc Expert class win.

Who wouldn't be a racer, with a pit crew like this?

TECHNICALITIES
Peaky Power Versus A Flat Torque Curve

By Tovicda

Two of our local high speed trial riders purchased Hodakas recently, and like all would-be Tommy Turners, tore the bikes down and started making the rounds to gather all of the speed secrets that they could. One built his bike for maximum horsepower, paying no attention at all to the r.p.m. range where all his added power would hit him in the tail. The other one being (a) smarter (b) more cautious (c) lacking of guts (check one), built his bike towards a more realistic horsepower output and consequently a much wider power band (although not as much of it). It will still go off and hide from a stocker.

The would-be hot shoe went for a 13-to-1 compression ratio, seven ported the barrel, raised the exhaust port 1/16 of an inch and ran the finger ports a bit higher than the stock port location. He then removed the flywheel and added a total loss battery ignition, advanced 12 degrees beyond stock to fire a surface gap plug ala Kawasaki. Getting into the carburetion department, he threw everything away and started over with a set of Gemco reeds, Tillotson pumper carb and a 10-inch ram tube with the air cleaner tucked under the seat like the big boys.

Running a reed valve allows you to do weird things to the back of your piston, and our boy did them. He bought one Dykes piston, one hack saw, and two files and did his best to cut a four-inch hole in the back of a two-inch piston. The machine was topped off with one of Tom Turners' mucho hi-rev pipes and it goes like blazes. Plug reading tell which jets to us. Proper jetting is critical to keep a 2-stroke tunning good. Too lean will burn the piston, too rich saps the power.

Now a brief rundown on the tamer of the two bikes and then we'll take the little bombs out to the desert. We'll try them against some hills, and do everything but flattrack with them.

The tamer bike is running stock port location, with the ports highly polished. It's been five ported (for cooling), raised to 11.5-to-1 compression ratio with a Dykes piston and blasts out of a Turner Torque Pipe. The ignition and carburetor have been left stock. The bike is easy to tune and at the time we took them out to ride, both bikes were running real strong.

If you wonder why we are comparing a full-race Hodaka against a warm semi-stocker, you may be in for a surprise. With equal riders, both weighing 200 pounds, the bikes were so close in most events that it makes you wonder why hot shoe spent all his bread if isn't going for a low number.

In a dirt drag race, the mild one would hole shoot the peaky bike everytime and hold him off til 3rd gear, then the hot one would come to life and go around like gangbusters (if the trail were long enough).

If there was no room to pass, hot shoe would sit back there eating dirt and cussing. Hill climbing on any 100cc is an art in itself, and trying to climb with a bike that's peaky and has no power below five grand really is a pain. When you slog it down to six grand in second cog, you have maybe 4 hp so it's getting steep and you have to pick up first cog, right, so you stab the lever, grab first gear and try to feather the clutch between 0 and 17 hp on the side of a mountain. Sometimes you can make it, but most of the time you pull a 360 degree wheelie and loop out.

On the tamer bike, we wouldn't even have to downshift till the engine revs about five grand, and we would still have about 6 hp left. Going into first, we pick up to approximately 11 hp and the bike would stay in the track and make the top five times as often as the peaky one would.

On the Saddleback motocross course, the starting line is almost a straightaway for 100cc machines and with that in mind, the peaky one would always pull maybe five bike lengths on the torquer. But as soon as you head into the bends, the torquer would be right up there dicing, and several times copped the lead, at least until the short straight. Bear in mind that we changed riders back and forth to compare the bikes' ability, and not our high speed trail riders. We didn't take them on a flattrack because the hot one would always be in its power band and would hide from the torquer, same for the fast courses.

Across the desert it's not so much horsepower, but who has the most hair. The Hodaka, with its stock suspension, just won't take a flogging with 200 pounds of lard trying to stand up and go, so if it were smooth enough, the hot one could get away. But that smooth stretch always leads to a hill where the torquer would pass hot shoe sliding down the hill on his side after a giant loop.

Just touching lightly on the subject of reliability, since this article was begun, hot shoe has blown two pistons and is making noises that sould like, "I beat all you guys, so I think I'll detune and give you guys a break." If you are an out and out racer, this article won't do a thing for you. But if you are like 95% of the Hodaka owners and just want to play in the dirt a little bit, try to keep your hop-up in line with the type of riding you will be doing and don't lose the reliability the factory built in for you. And if you do go for a bunch of modifications, try to stay away from a road racing tuned engine, unless you're a road racer.

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GUEST cont. from page 4

then you pay an additional entry fee of from $5.00 to $15.00.

Then there is the cost of upkeep on the machines, I will venture a wild guess that it costs around $50.00 per race to race any machine except an ultra lightweight.

To further the point, there is the over crowded schedule of races, so much so in fact that the A.F.M. and A.C.A. have at least three times this year scheduled races on the same day. I positively believe that there is no personal ego conflict involved in this, on either side. It's just that both clubs wish to put on as many events as possible, and certain tracks do have other races, so that each club has only a limited number of dates available.

This staggering schedule of races is beginning to take its toll on both clubs. The factory sponsored riders such as Ron Grant, Art Baumann, Ron Pierce, and several others are told where to ride and where not to. Several other top riders will attend only the races that pay prize money.

With the early summer races boasting entries in excess of 100 riders, I predict that by the end of the season this figure will drop to 65 to 80 entries per event, unless something drastic is done to relieve the soaring expense to the entrant.

Can Something Be Done?

This puzzling question depends upon several critical points. Some of you may remember that at the start of the 1967 flat track season at Ascot Park the riders went on strike, which put a lot of pressure on the A.M.A. as well as the track. Well the track and the promoter and the riders tried many ways to reach an agreement. It took all season but this year the situation is under control and the racing at Ascot is back to normal, with the exception of the point standing in which Sammy Tanner and Shorty Seabourne have surprised us all Good for them.

Could this same form of pressure work in road racing?

You bet your sweet expansion chamber it could! Will it? Not as long as the riders remain separated. Anybody want to start a Road Racers Union?

They Call 'Em Stockers

One way that many road racers have tried to cut the costs is to switch over to the rapidly increasing production class.

For several years the San Francisco chapter of the A.F.M. has promoted an all day, long distance race for street machines only, this type of event being commonly referred to as production racing.

Last year the A.C.A. went all out and ran a 12 hour production race at Willow Springs raceway, near Lancaster, Calif. beginning at 9: a.m.

This event was very successful and now is to become an annual event.

Production racing now has as many or more entries as the racing classes at the mixed events. It is definitely less expensive than racing a Grand Prix machine.

Let's Get It Straight

With the slightly contradictory stories arising from both of the clubs lately, I guess you will have to read this editorial to be sure of getting the straight skinny on road racing news. The forthcoming 200 and 300 mile production races at Carlsbad on June 14 & 15, has a $20.00 entry fee, and the 12 hour annual Willow Springs race will be a $50.00 entry fee. A.C.A. president Wes Cooley told me that the American Eagle Co. has offered a prize of $1,000 cash if this event is won on an American Eagle motorcycle. Now that ain't hay. I wonder who will take my G.P. bike with a broken crankshaft in trade?

Someone asked me at the last race just which side I am on!

The rider's, man, the riders.

"MAN, IT'S TH' LATEST THING IN HELMETS... GROWS A FULL HEAD OF HAIR IN 10 DAYS!"

360 Entrants At Fremont

By Dale Ivan

FREMONT, CALIF., May 25, 1969 – The TT Scrambles season really got into swing with the opening of the Fremont Raceway. The Fremont track, despite its surface condition, is one of the most popular in the San Francisco Bay area, providing easy accessability to everyone.

Opening day drew a large turn out of riders, with more than 360 entrants. The course was extremely fast and somewhat hazardous due to the dust and the large pot holes. Hopefully, the next hosting club will spend some money on track preparation in order to improve racing conditions and to draw back a large crowd of the regulars.

Main event action got underway with the 100 Novices. Dennis Spence riding a Kawasaki led off the main event ahead of Hodaka mounted, Pat Brown (second) and Tim Ronssee in third.

The 200 Novice event was a crash-bang affair with early leader Ivan Shigemasa going down on lap 3, taking out several other riders. Bultaco mounted Buffalo Willis jumped into the lead, taking advantage of Shigemasa's mistake. Willis went on to win the event easily followed by Marty Webster, Gary Kunsman and Larry Powers.

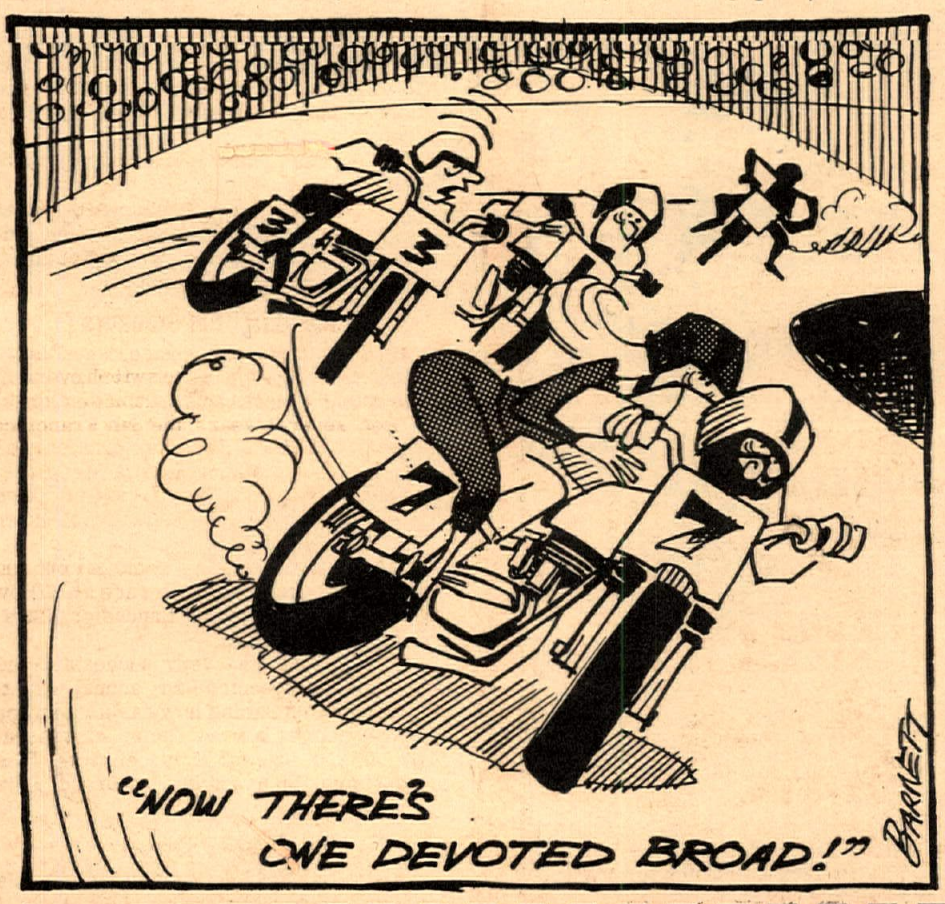
Milan Terkla turned in his best and certainly most dramatic ride of his sportsman career, winning his heat and the 250 Novice main aboard his Bul. Terkla took time out from his military service to come to Fremont to win his first – first place trophy. Tekla is now bound for service in Viet Nam, Fremont was his last race for quite awhile and we wish him lots of luck over there.

The 250 Expert Main got off to a crashing start with Allen Kenyon biting the dust in the first turn, taking down several other riders, including expert Dave Bellina, who had tried his first turn move on the outside. Bellina received a shoulder injury from this crash, which put him out of the running. On the restart, Paul Johnson, the nation's top sportsman rider and currently leading the district in points again, charged from the middle of the pack to take over the lead and the win. Special mention should be given to expert John Brown who had to either ride his 100cc Hodaka in the 250 class or not run at all. Brown held off the bigger bikes everywhere but on the straight-a-way, where he was pitifully blown off. Brown received a standing ovation for his amazing sixth place finish.

Scotty Diffenbaugh took another big win on his sponsored 360 Bultaco. Scott beat out riders Dave Hansen, (Maico) and Arnold Castlona (Montesa). As of this race, Scott has been undefeated in the 375 Expert Class.

Hot Shoe Chal De Cecco, riding a 40 inch Triumph emerged as a surprise victor in the 650 Expert class, taking a wire to wire win. Rick Otto, favored winner, came through in grand style to take a close second behind De Cecco. Otto had charged from a distant fifth to second, exhibiting a tremendous amount of skill. However his bid for first place was cut short by the lack of time.

(Results on page 20)



SCRAMBLIN AROUND

By Maureen Lee

We are going to raise a growl this week on a problem that affects every single one of us, and that's the increasing number of pit racers we find at our weekly events. There was a time when a host club would have a club member in the pits taking down numbers or at least waving a flag, we remember the Gripsters M.C. doing an excellent job of this at Elsinore one time and at times the Perris track has been well policed. Lately however, it looks as if everyone is getting a little lax. A little lax? Item: at Saddleback a nut on a Triumph howling through the pits and crashing into a trash barrel, (all watching applauded and hoped he'd at least broken a leg) at Perris too many minibikes and trailers scooting around not to mention two-digit number racers showing off. At the Shamrocks motocross hearing a rider shift into second or third wasn't uncommon, all when wives, kids, racers getting ready for their heat were coming out from behind trucks, backing down loading ramps, walking around to different vantage points were all in the same area.

We won't excuse either group of pit racers either. If you think you impress the racers as you wheelie or drag through the pits on your cow-trailer, you ain't, baby. We're only impressed as to how you perform where it counts, on the track. As race-driver Stirling Moss once said, "Any fool can go fast." And as for you racers, big deal. You're not proving anything there either, except that you're bonkers, (translated as nutty in the head)!

The solution? It's got to a point now where I know there are some racers who are ready to just knock you right on your ear when you come flying past, by any means possible. Not only that, a list of riding numbers is going to be turned in to the Competition Committee of everyone we catch acting like a kook and when that starts happening, how'd you not like to ride for a few weeks? And maybe lose 50% of your points to boot?

There is not one track around that doesn't have a small warm-up area to get your engine in working condition before getting out for practice which is where you can really turn it on if you wish. You just don't honk it on around the trucks and people. We'll point this out too, when did you ever see riders like Chuck Minert, Jim Hunter, Bill Riley, John Rice, Monte Darling etc. et al ever pit racing? They just putter around and warm that motor up. So now let's cool it huh? Before someone gets hurt (maybe you) and a track gets closed?

We'd like to comment on the starting procedure the Shamrocks used. Instead of the hand on the helmet, they had riders put their hand on their number plate, (clutch hand that is) and it worked fine. Those familiar with the more exotice form of scrambling which is motocross will know this can stop quite a bit of what some circles call "cheating" and others call "the racers' edge."

If you have one of the newer high-powered scramblers and have been gritting your teeth about why someone didn't come out with bigger tires to help you keep that power on the ground, Dunlop has. In a recent British publication they show a 460 – 18 called the Sports K8-6, that fits the WM3 rim. The knobby tread pattern is designed to clean out more easily in mud but more important the tread extends more up the wall of the tire to help when you've really got 'er over on 'er ear! Currently now, all you can get is a 400-18 and that's just not enough tire for the newer scooters. So if you're thinking about new tires, hang on and maybe they'll get them over here in a short while.

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Mike Odem Stuns Big Bikes At Manor Downs

By John Blanton

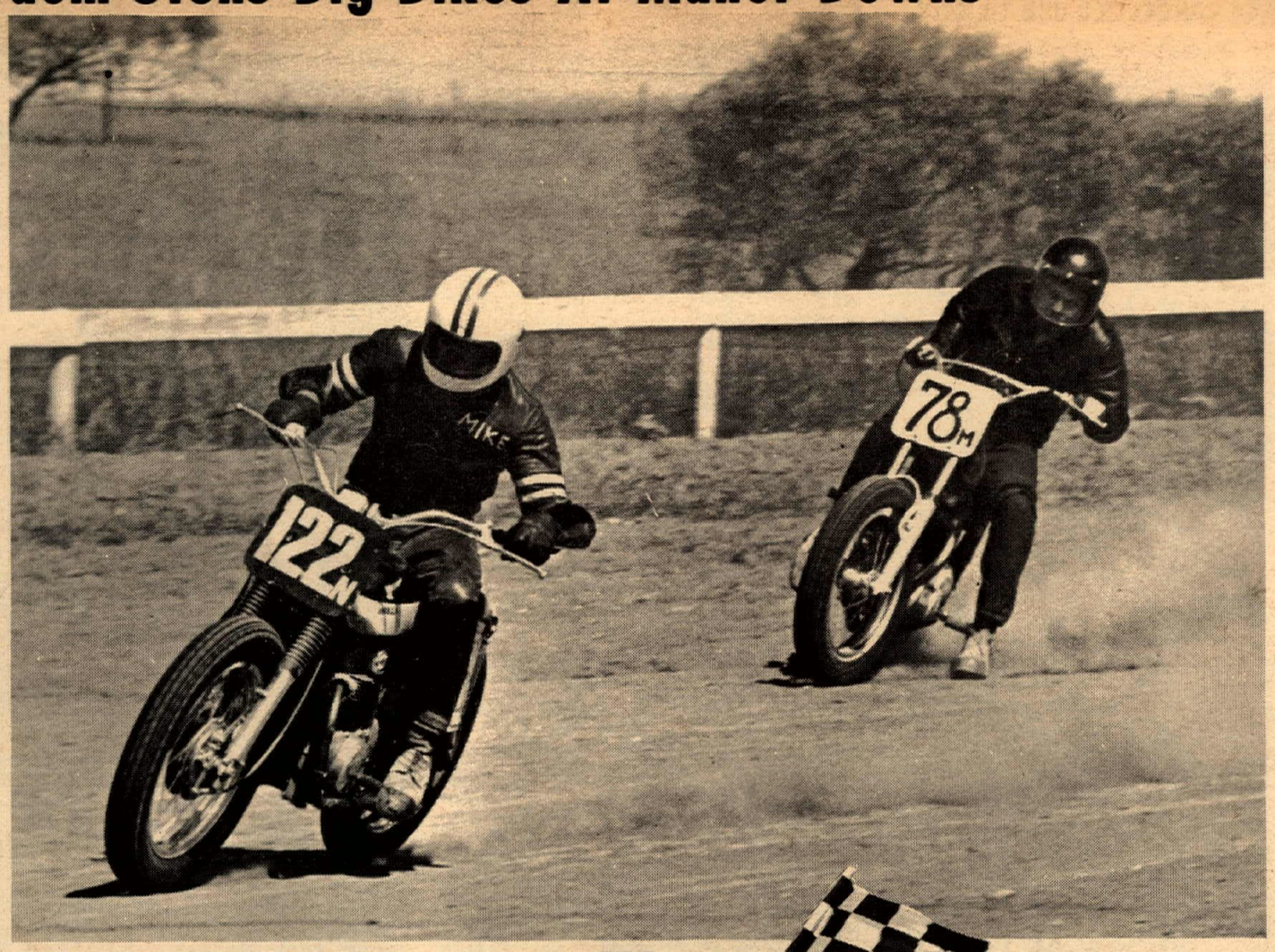
AUSTIN, TEXAS, May 25, 1969– With its third running the newly initiated Sportsman Half mile flat track races near Austin, Texas, have begun to develop some character. As practice opened at ten a.m. on Sunday, May 25, spectators were eager to see if someone could muster a challenge to Houston's Winston Stelter, whose Triumph 650 had found surprising new life and had roundly trounced the competition in the previous race meet.

One threat that failed to materialize was the dragster-turned-flat tracker 450 Honda of Fred Kretchmar, the local Honda dealer. After two scorching laps (at the hands of the very capable Duane Sanders) the much-touted quarter-miler shattered a piston, and with it the hopes of the Honda crowd.

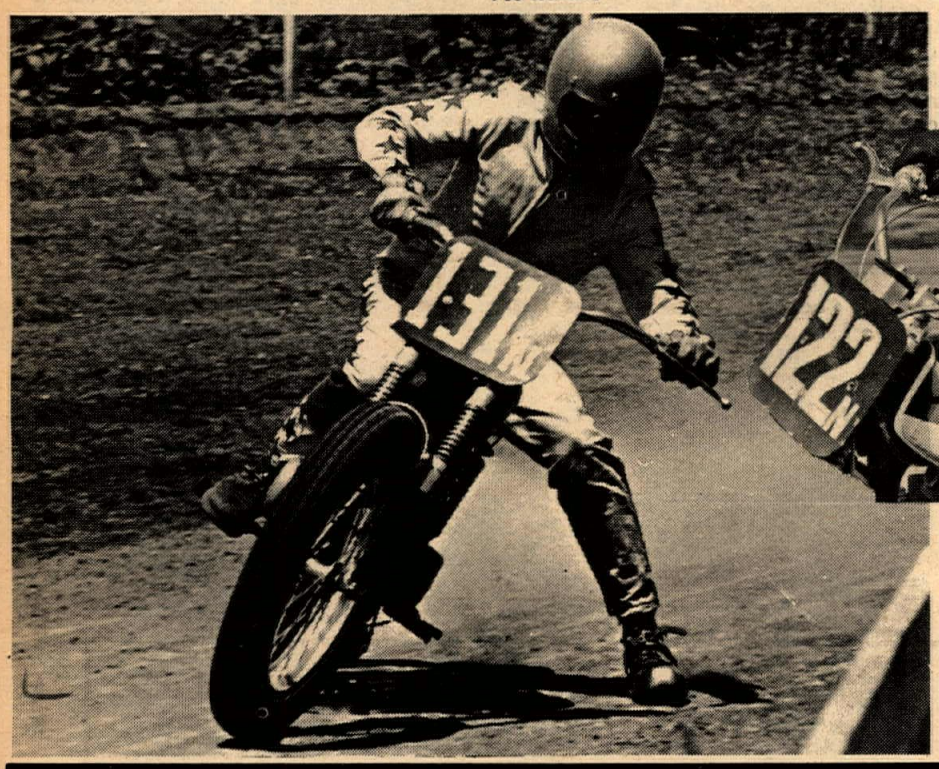
So, attention shifted next to the exquisitely prepared 750 Norton of Austin dealer Adrian Krumm. Ridden by veteran Ronnie Doyle, the Norton seemed to fly, and that settled that in the minds of the prognosticators. But the Honda camp had surprises in store.

In his first ever flat track race, Drake Pruitt of Austin (90cc Honda) jumped into second place on the first lap of the 125cc Heat, right behind Robert Lee (125cc Yamaha), who is usually found riding much larger machinery. However, Bill Kasson (123cc Penton) soon took over second spot, and the race finished that way.

With little fanfare, the 200cc heat finished: Jody Wells (Suzuki), Willard Kelley (Honda), Tommy Smith (Bridgestone), and Tommy Fischer (Bultaco), and the two 250cc heats went to Mike Odem (Suzuki 250cc single) and Robert Lee (250cc BSA).



Mike Odem's 350 Honda leads Ronnie Doyle's 750 Norton.



Left, Mike deserved six of these flags as he won all six of his races.

Left, Jody Wells took the 200cc class on a Suzuki.

Charging into the lead at the start of the 500cc Heat, Bennie Campbell (Montesa) seemed on his way to win it, but the Montesa failed shortly, and Mike Odem on the Kretchmar 350 Honda scored – a preview of things to come.

As expected, Winston Stelter's Triumph pulled into an early lead in the Open Heat, but very soon, with the rest of the pack pressing him hard, the Triumph faltered and stopped, allowing R.L. Ticer (650cc Triumph) to win. With steering difficulties, Ronnie Doyle's Norton finished third, behind Robert Berry (650cc BSA).

The order of the 200cc Semi-Final was identical to that of the heat, except that Tommy Smith was missing, and in the 250cc Semi-Final Mike Odem beat Jeff Tindell (H-D) and Terry McDonald (Yamaha).

Both Mike and Jeff were back in the 500cc Semi with Mike winning again, this time on the 350cc Honda over M.J. Rosenborrough (500 Triumph) and Tindell (350cc Honda). In the Open Semi Ronnie Doyle notched his first win of the day, and Winston Stelter brought his Triumph into second place.

In his fifth race of the day Mike Odem took his fifth win of the day in the 250cc Final over Jody Wells (200cc Suzuki) and Danny Spencer (250cc Bultaco) after Jeff Tindell's Harley snapped a chain.

If the Honda contingent had been unconsolable at the loss of the Kretchmar 450, they were uncontainable during the Open Final as Mike Odem went 'round and 'round, wheel to wheel with Doyle's Norton, finally pulling the 350 Honda into a comfortable lead during the closing laps, to take his sixth win in as many races. Nineteen-year-old Odem had done the improbable, beating size and experience with youth and determination. And he surely won the hearts of the crowd. We will be back the twenty-second of June for the fourth running of the Manor Downs Half Mile just see if this brash newcomer can pull it off once more.

(Results on page 20)

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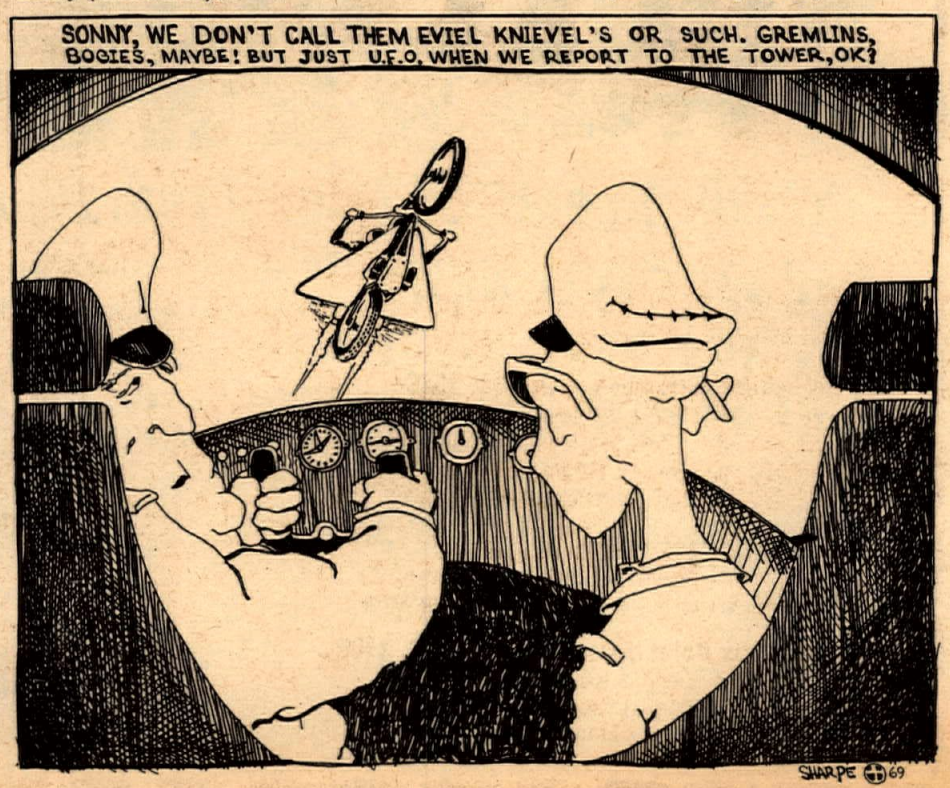


LIVONIA, MICH. CHAMPIONSHIP RACE CANCELLED DUE TO RAIN

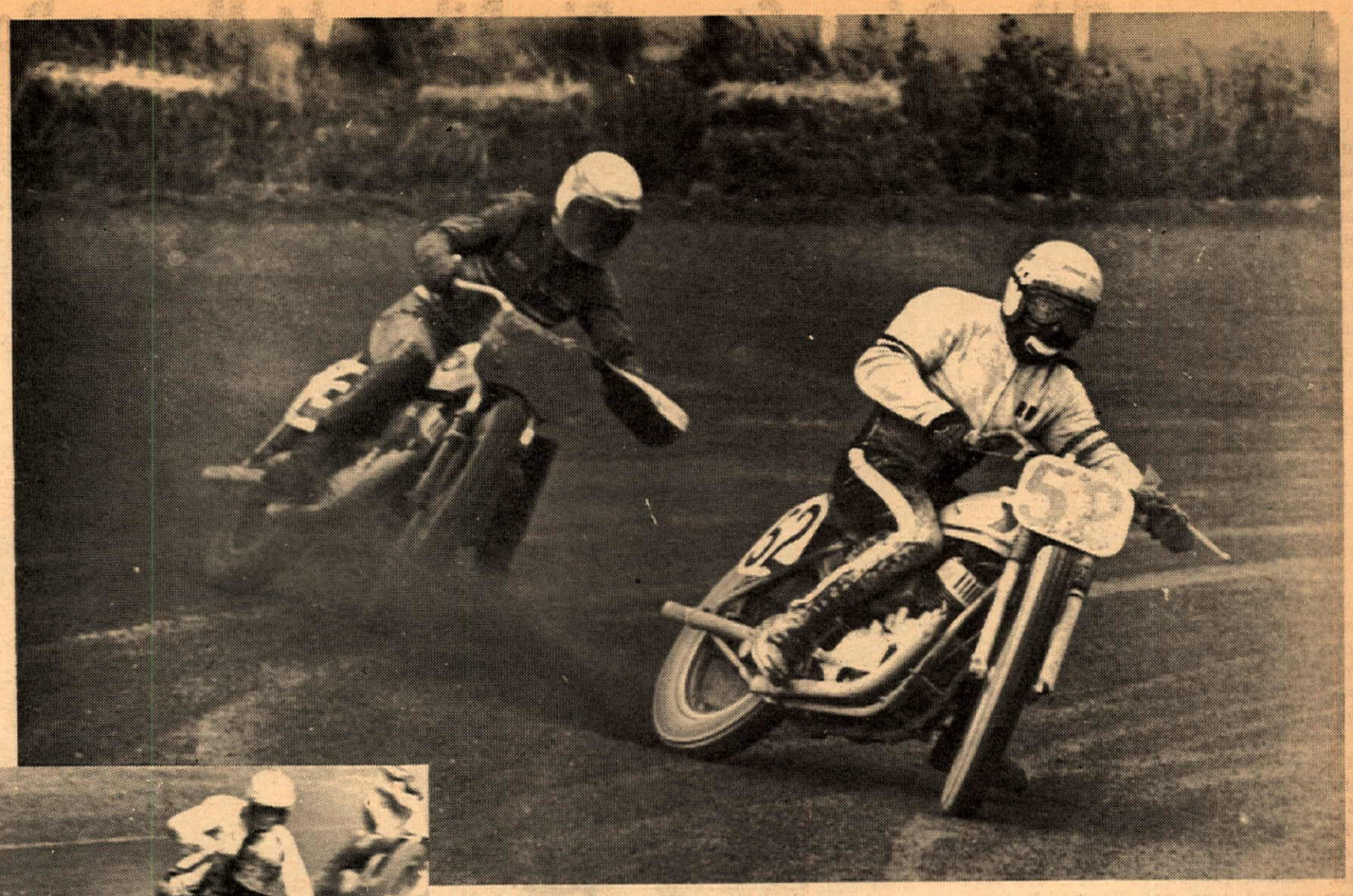
Photos by Dave Friedman

An AMA sanctioned national championship motorcycle race meet scheduled to run Sunday, June 1 at Livonia, Michigan was cancelled due to rain. The race will not be re-scheduled.

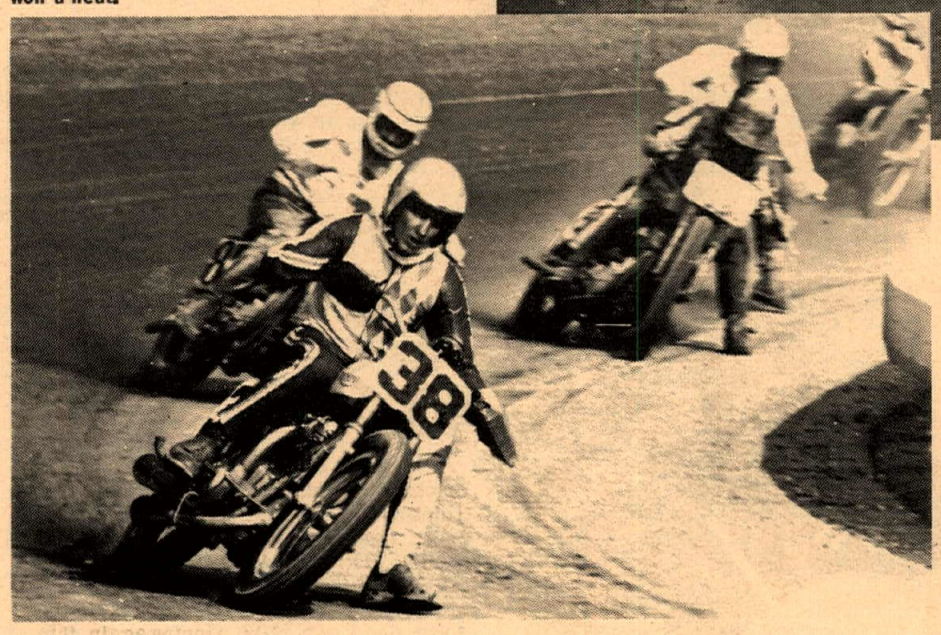
Time trials and three 10 lap heat races were run before the downpour caused slippery conditions on the dirt surfaced 1/2 mile track.

Heat winners were Dave Sehl (Tri) Waterdown, Canada; Chuck Palmgren (Tri) Baltimore, Md.; and Ronnie Rall (H-D) Mansfield, Ohio.

The race was sponsored through the co-operative effort of the Detroit Area Associated Motorcycle Clubs and the Livonia Metropolitan Club. These two organizations have been promoting motorcycle flat track racing for the past 10 years. The proceeds from their promotions go to various charitable organizations. In the past, they have donated as much as $10,000 in a year.



Right, Ronnie Rall won a heat race as did Chuck (38) Palmgren below. Dave Sehl also won a heat.



Mascotte Splits Aces In Salem Spectacular

By Marie Layton

SALEM, OREGON June 1 – A special attraction for the second European motocross at Salem Motocross Park was the appearance of Lars Larsson, Claes Nilson, and Steve Goldberg, motocross aces from San Diego and Los Angeles.

All mounted on 125 Pentons, they raced in the 125cc senior division and swept the field taking 1st, 3rd, and 4th overall. Larsson was first with Larry Mascotte (Bultaco) wedging his way between the three high flyers to take an undisputed second spot. Nilson finished third and Goldberg fourth.

Larsson entered the open division on a Husky, winning that race also. Finishing second to Lars in the Open was a local rider, Robert Leach, CZ mounted, who gave the Swede a very close race. In the last motocross heat Leach was on the verge of passing Lars but as he went by the flagman, thought he saw the finish flag and quit! He was far enough ahead of the rest of the pack that he got back in the race and still came in second in that heat.

Lars' comment about the track: "chust like ve yust to have in Sweden".

HUSKY WINS

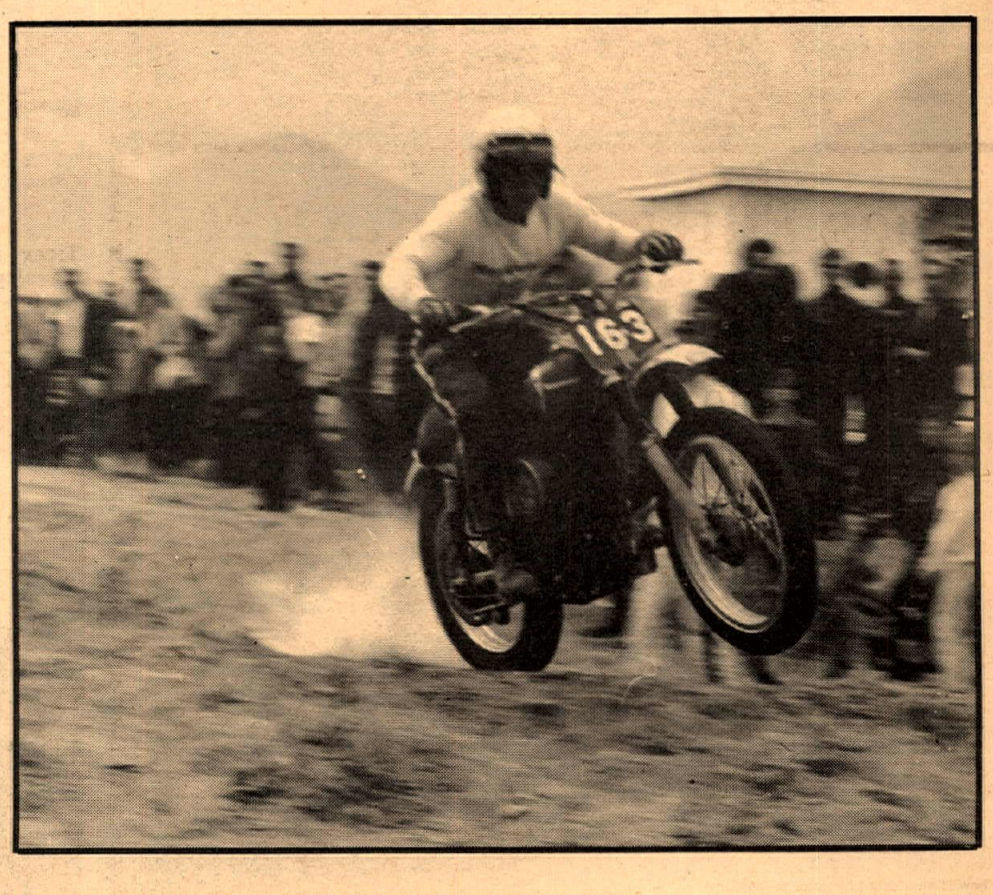
San Bernardino M.C. Hare Scrambles – May 30, 1969
1st 500 Ex. Gary Conrad – Husqvarna
1st 500 Nov. Roger Terry – Husqvarna

Uvas Dam Scrambles – May 30, 1969
1st 250 Am. Dick Plowman – Husqvarna

Shamrocks Motocross – May 30, 1969
1st 500 Nov. Mike Chamberlain – Husqvarna
2nd 500 Nov. Phil Mailloux – Husqvarna
1st 500 Am. Shorty Rodman – Husqvarna
3rd 500 Am. Larry Geese – Husqvarna

CMC Motocross – June 1, 1969
1st 500 Jr. Steve Jones – Husqvarna
2nd 500 Sr. Bill Silverthorn – Husqvarna

Deadmans Point Motocross – May 18, 1969
1st 250 Sr. Dennis Keefe – Husqvarna
2nd 250 Sr. Tom Horton – Husqvarna
1st Open Jr. W.A. Harris – Husqvarna



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EASTERN Distributor:
Penton Imports
1423 Foster Park Road
Amherst, Ohio

18-year-old Linda Conlon will be the Trophy Queen of the Experts M.C. Independence Day weekend.

Renewal Of 100cc Grand Prix Announced

SAN DIEGO, CALIF. – The Experts Motorcycle Club of San Diego have announced that the Independence Day weekend will be the date of their second annual 100cc Grand Prix Motorcycle Races. The AMA sanctioned program will be held at the beautiful 8/10 mile Southbay speedway on Otay Mesa near Chula Vista where the inaugural race was held last year.

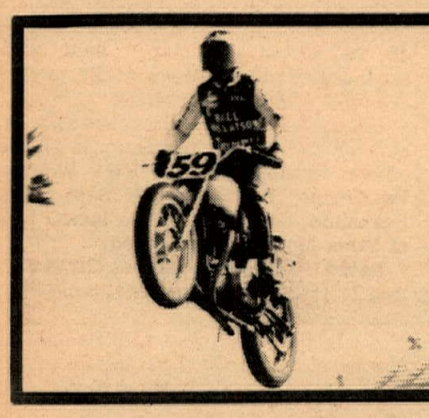
The program will be for motorcycles of less than 101cc displacement exclusively but will feature races for every class holder of an AMA Sportsman's Card. With the exception of the 25 lap Powder Puff race, the first five finishers may compete in the next class. Thus the winner of the Novice 45 lap affair, if he is good enough, could possibly take the 50 lap amateur race also and on up to the 70 lap Expert event.

The track will be open at 11 a.m. Saturday for practice so everyone can acquaint themselves with the course and get their gearing set up the way they like it.

Last year's event attracted the cream of 100cc specialists from California, Arizona, Nevada, Oregon and Washington who pitted their riding skill and tuning ability against each other in one of the most rewarding race programs of the year.

The Experts say that there is plenty of room for campers and a cooling ocean breeze is promised for that weekend. So load up the family and your hottest hundreds and come down and capture one of the beautiful 4 foot tall trophies that are being offered for being the 100cc champion of the West.

For information write Experts Motorcycle Club, 251 Paden Dr., Spring Valley, Calif. or call Mr. Mick at (714) 479-4959.



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Pit Gates open 5 p.m.
1st RACE 8:30 p.m.
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Kids 6-12 50¢ (under 6 FREE)
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Half-Mile Every Friday Nite 8:15 pm
Motorcycle Races
TT's 1st Sat. Nite each month - 8:15 pm
DISCOUNT PASS
SAVE 50¢
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Per Person On Each Adult Ticket
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Easly Reached -- Just Off Harbor & San Diego Frwys.
50 Lap TT National – July 12th
Tear Out and Present at Box Office

OUTRIDERS CLASS AT KNIGHTS M.C. RUN

The Knights M.C. know and appreciate that if it wasn't for the "outriders" (people who don't belong to clubs) Southern California road runs would fall on their faces. So the Knights are featuring a special dress competition for outriders at their first annual poker run July 6.

Starting time will be from 8 to 10 a.m. at Pomona Harley-Davidson, 1241 Holt Ave., Pomona, Calif. There'll be free coffee and donuts for everyone.

The route will be just under 100 miles long, through scenic country with a bare minimum of freeway riding.

Club dress competition classes will be featured as well, but the outriders won't have to compete against the uniform clubs, for a change.

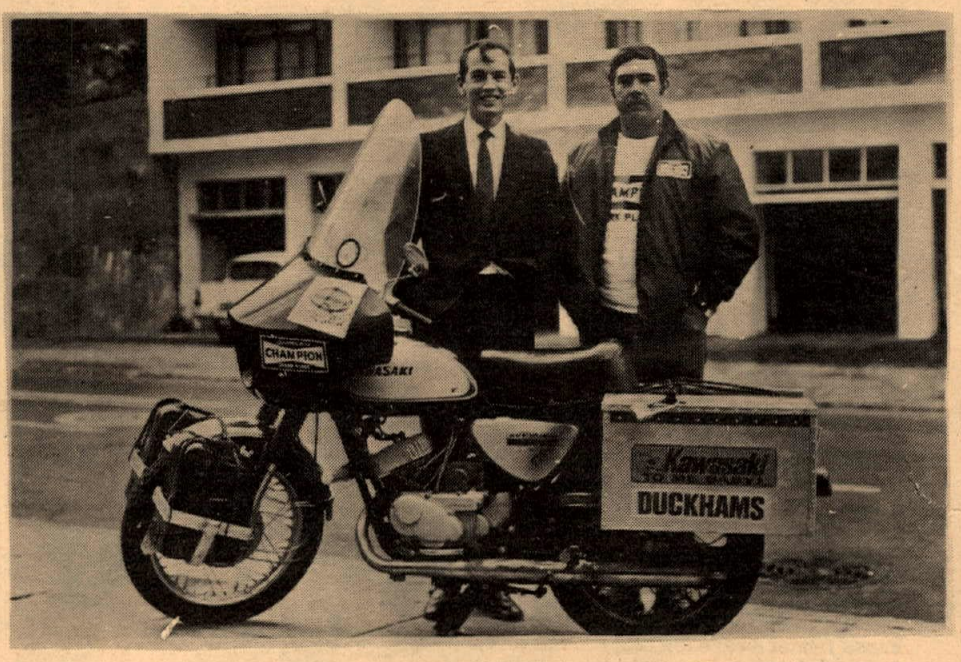
Games of skill and fun will entertain riders at the finish and prizes include expensive human hairpieces donated by the Villa Capri of Glendale. There'll be no bike judging, promises chairman Bill Miller, just good clean fun and sportsmanship.

KAWA TRAVELER MEETS FAMOUS DOCTOR

Intrepid voyager Jim Parks, right, with his Kawasaki 350cc Avenger, is given a send off by Dr. Christian Barnard in Capetown, South Africa. Dr. Barnard, the famous heart surgeon, was interested in the distance involved in Jim's proposed route. Jim will travel north through Africa, the Middle East, Europe and on to Moscow, Russia. So far as we know, this is the first time a motorcycle tourist has been grated a visa to Moscow. Jim has ridden over 5,000 miles on his Kawasaki with all the extra weight shown and has had no trouble of any kind. He reports the bike handles well at all speeds.

Dr. Barnard readily grasped the scientific principles of the motorcycle's revolutionary capacitor discharge ignition system utilizing surface gap spark plugs by Champion. Torco Oil and Dunlop Tires are also sponsoring the trip.

Jim urges any riders planning foreign tours to get complete information on requirements for crossing international borders. Otherwise, the delays caused by unexpected obstacles can ruin your trip. The best source for this information is the consulate of any country you propose to visit.



Jim Parks, right, discusses his planned South Africa-to-Moscow trip with Dr. Christian Barnard of heart transplant fame.

THE SPORT

For those who want a minicycle with motorcycle handling qualities, but do not need the performance of Bonanza's famous Super Hot One, Bonanza now offers its little brother, the Sport 50, for under $300.

The Sport 50 retains all features of the Super Hot except that it uses a 50cc 6-1/2 hp 2-stroke engine built to Bonanza's specifications, with 4-speed transmission.

It adds front wheel brakes and new round-profile tries.

The Sport 50 has the Super Hot's new fork design that has been praised by such experts as American Motorcycle Champion Gary Nixon and former champion Joe Leonard.

For more information write Bonanza Industries, Incorporated, 1775 South First Street, San Jose, California 95112.

IN-SHOP CYLINDER BORING

CycleCyl Boremaster is a cylinder boring machine specially designed for the small engine field. CycleCyl gives a 20-minute reboring of any motorcycle cylinder, producing precision, mirror-like finishes for every make of motorcycle. CycleCyl Boremaster enables any shop to give customers the in-shop service they want. Results are precise, eliminating long expensive hours of honing.

CycleCyl Boremaster rebores ID's between 1-1/4 and 3-1/2 inches. Priced at $519.95 f.o.b. Monrovia, Calif. Sold exclusively through Aragon Dist. Co., Suite #102, 223 W. Camino Real, Monrovia, Calif. 91016.

Meet The Rider, By Bill Harmer

DALE HOPKINS

15-year-old DALE HOPKINS and his dad, DENVER, make up a very happy racing team although Dad admits that about all he does is to drive the truck to and from the races and offer a lot of encouragement. Dale's Suzuki, bearing the yellow Amateur plate #619x is a familiar sight around District 37 TT races. The bike which is tuned by Bud Parker of Dale Brown Motors in Long Beach has been raced successfully by young Hopkins to the extent that he is 12th in Amateur point standings in the most populous AMA district. Dale is a junior at El Monte, Calif. High School and plans on racing for as long as he is able. Denver Hopkins thinks it is a great sport for the whole family to participate in with a teenage rider. He feels that there is no need to be concerned about juvenile delinquency among motorcycle racing youngsters and opines that there is no generation communication gap between a father and son who have a fast little 100cc cycle in common.

PEOPLE PLACES THINGS

NOVICE GOES FAMOUS FLAG JUMPER ONE BETTER

At the Perris night races recently, Mike Posey, famous for his ability to jump the flag and not get caught, got his come-uppance from Novice John Jones #486. On the start of the 500cc Open, John on a 360cc Maico, took a short cut and much to the delight of the spectators was well on his way when Posey came around the rock. Although the race was black flagged, everyone in the pit area and Mr. Posey himself got a good laugh. When the race was finally run Posey proved he's the best by winning after having to start backwards. Tony Denius and young Jones followed him home.

HOOVER NEW BSA TEXAS D.M.

Joe Hoover

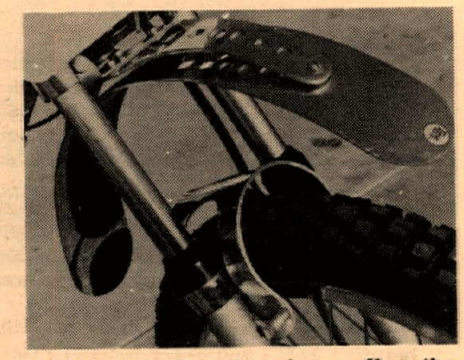
BSA MOTORCYCLES – WESTERN of Duarte, California, is pleased to announce the recent appointment of Joe Hoover as the new District Manager for Texas and Oklahoma.

Having worked for two BSA dealers during part of his many years in retail selling Mr. Hoover comes to BSA-Western with a wealth of experience. The Texas-Oklahoma territory is also familiar ground for him as he wasn born and raised in Arlington, Texas.

Mr. Hoover is very active in golf and tennis and has entered many sportsmen events in the motorcycle field. He is married and has one young daughter.

WEBCO MX FENDER BRACE

This new polished aluminum motocross fender brace for 125, 175 and 250cc Yamahas is also adaptable to most other machines 250cc and up.



Made from a super strong alloy, the brace features lightening holes and a profiled finish. It may be used with either flat or radiused fenders.

Ideal for motocross, enduros, desert and mud riding, the Webco part number is 2000 and the brace sells for $13.95. Your dealer has it.

YAMAHA INVITES OTHER BRANDS TO STAR IN PARAMOUNT FLICK

Yamaha International Corporation and Paramount Studios in Hollywood recently signed an agreement for a major picture release about motorcycle racing and the people who ride in racing events.

Paramount becomes the first major studio to produce a story about cycle racing, and the budget for the film is set for more than $3 million. The current title is "Little Fauss & Big Halsy," which are the two main characters in the picture.

The two stars who will play the leads are, Robert Redford and Michael Pollard.

"Fauss & Halsy" is a story about two typical small town riders who try to become professional racers in the AMA.

Shooting starts in mid-June, in and around Phoenix, Arizona. In early August, Paramount will move location to the Sacramento area and then finish up in San Francisco at the Sears Point National Road Races on September 6 and 7.

Paramount Producer Al Ruddy and Yamaha's Public Relations Director Roxy Rockwood sign agreement for the forthcoming "Fauss & Halsy" motorcycle racing movie. Rockwood is holding the original script which Paramount paid $50,000 for screen rights. An early 1970 release is slated.

Events included in the movie will be; Hare & Hound, Enduro, Motocross, Half Mile, T.T., Sidehack road race, short track, and the Sears Point road races for the big bikes.

Yamaha Sales Manager, Terry Tiernan, and Producer, Al Ruddy, have worked out an agreement whereby Yamaha will supply motorcycles for Redford and Pollard and furnish a full time mechanic on location.

Public Relations Manager Roxy Rockwood will serve as technical advisor in all scenes involving motorcycles. The studio will carry four motorcycle stunt riders and three AMA professional riders will also be involved in all racing action.

The movie is slated for nationwide release in March of 1970. All of the major manufacturers of motorcycles and related products have been invited by Yamaha to participate in what should be the first movie depicting motorcycles and racing in its proper light.

500 CYCLES LISTED IN NEW PLUG CHART

The Nisonger Corporation, United States importers of KLG British-made spark plugs, have available a new booklet listing the plug recommendations covering over 500 motorcycles. Printed in two colors and illustrated, the Nisonger KLG spark plug recommendation brochure can be obtained free by writing: Nisonger Corp., 125 Main Street, New Rochelle, N.Y. 10801 or on the West Coast to: Nisonger Corp., 5220 West Jefferson, Los Angeles, California 90016

New Association May Be Answer To A Trail Racer's Dream

With the coming of such organizations as N.O.R.R.A. and the I.D.R.A., and the big money events like the BAJA 1000, MINT 400, etc., it had to be only a matter of time before someone came along who would cater to that largest group of all, the Trail Bike Racer.

The newly formed Professional Trail Racing Association may very well be that someone.

The group has actually been in the forming stages for several months but chose not to release the fact until it was ready to go with a program of events.

The purpose of this organization is to promote a world trailbike championship and to make it one of the most highly paid sports in the world.

This championship will be a series of twelve events each year, and will take place throughout the United States, Canada, and Mexico.

Each of these events will be a two day affair and will be run very much on the lines of the International Six Day Trail.

The P.T.R.A. will not be a sanctioning body but will issue competition licenses to riders wishing to participate in their events and will also issue a "General" or "Supporting" membership.

The license will cost a rider $10.00 per year while the supporting membership costs $2.00.

What should interest the rider is the fact that 50% of all memberships and license fees goes into a pot to be paid to the high point man or world champion at the end of each year.

The other 50% will of course be used to promote and advertise the Association and its events and to cover other expenses incurred in bookkeeping, etc.

In addition to the money placed in the "Champion's Pot" through the sale of licenses and memberships, 20% of the purse from each of the twelve events will also go into the Kitty, for the Champion and this could add up to a considerable amount of money.

Entry fees will be $25.00 for a two day event.

Again the "Share the Wealth" plan is used and 50% of all entry fees will be paid back to the riders as purse.

A minimum purse of $500.00 will always be guaranteed by the Association.

The organization is strictly non-political, having no ties with the A.M.A., F.I.M. or the rest, and unlike some of these, have no objections to their members competing with other groups. They do in fact "encourage" their members to compete in events sanctioned or promoted by ALL the others groups since after all, the name of the game is to further the sport.

The first event to be sponsored by the Professional Trail Racing Association will take place on the 28th and 29th of June at Zuni, New Mexico.

To receive regulations and entry forms, and/or a competition license or membership from this group, or just further information, write to PROFESSIONAL TRAIL RACING ASSOCIATION, P.O. BOX 18385, WICHITA, KANSAS 67218.

Deadline for entries is June 20, 1969.

JAWA FITS FILTRON

Because of the success CZ and Jawa motorcycles have had using Filtron air filters both here and in Europe, the Jawa factory has decided to use this revolutionary new air filter in their "works" machines for the coming International Six Days Trial. Shown in the photograph left to right are: Rudy Kaiser, General Manager of American Jawa; Jack Krizman, President of Filtron Pro-

ducts Company, and Stan Cerny, Chief Technician for Jawa. The motorcycle is the first of only fifteen "banana frames" to be sent to this country for endurance competitions this year. It is a true I.S.D.T. machine, not a replica. Mr. Krizman is taking the motorcycle for fitting and testing his Filtron air filters prior to shipping the first batch to Europe.

"Lucky 13th" Date For New Speedway Opener

Promoter Jack Milne, former world champion racer, announced today that grand opening of Friday night short track motorbike races at Orange County Fairgrounds has been scheduled for June 13. The public will be admitted free to night practice starting at 7 p.m. June 4.

A galaxy of former cycle champions will attend the premiere June 13, including Ed Kretz Sr., former American road racing champion, honorary starter; Gene Rhyne, ex-U.S. hillclimb champion who will referee all races; Cordy Milne, three-time national short track champion, honorary timer, and Charles "Peewee" Cullum, former Australian and British contender, honorary announcer.

Milne said admission would be $2.50 with children under 12 accompanied by adults to be admitted free.

From a spectator standpoint the track will be ideal with grandstand seats on both sides right on the action. "It will be racing in your lap," said Milne. Seating accommodations at the modern, concrete plant are for 4500.

Harry Oxley will manage the races and announces that for the opening night such demon broadsliders as Rick Woods of Huntington Beach, Steve Bast of San Fernando, Sonny Nutter and Jack O'Brien of Santa Monica are entered.

David Payne, starter for 20 years in the British Isles, has been named flagman.

Norm Hartford, who with Paul Bigsby pioneered short track racing in California in 1931, is publicity director of the new oval.

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Large volume dealer – excellent commission – fringe benefits – good working condition. Call Honda Del Rey – (213) 391-3617.

1969 BULTACO Metisse 250cc $500.00. See Mel at Maywood Hond (213) 583-3408.

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Suzuki, BSA, Bultaco & American Eagle dealer. Full time year 'round Salesman-Manager. Excellent opportunity for experienced man – top commission & guarantee. (213) 849-7295.

FOR SALE

Norm Benhams Yamaha AT1 – Ceriani brakes & rear shocks – 21" Akront with Rickman Hub, Filtron air cleaner, Floater rear brakes, special tuned pipe. Must sell, going to Europe. (See picture on page 6, June 3, 1969, Cycle News) $650. Days (213) 289-4351, evenings (213) 443-1219.

HONDA NIGHT-TIME PARTS & SERVICE MAIL ORDERS WELCOME

Huge stock – open 9:00 a.m.–9 p.m. – Monday thru Friday. Parts Dept. open 7 days, Sundays to 4 p.m. Thrifty Lad Honda, 2411 Lincoln Blvd., Santa Monica, Calif. 90405. (213) 392-3068.

WANTED: Villiers engine parts, also parts for Fanny B, Dot, or James. I'm poort so don't call unless priced right. Bart (213) 346-0091.

'66 B.S.A. VICTOR 441cc. Needs engine work $300.00 firm. (213) 645-5714.

'68 GREEVES MX5 250cc. Never raced, excellent condition $800.00. (213) 842-0339.

'67 PUR SANG new rear tire, tube, carb., girling shocks, comp. release, fast. Julian Marquez, 3773 W. 113th St., Inglewood, Calif.

WRECKED 1968 BSA Victor special. Less than 2,000 miles on engine. Front end & rear wheel gone, $350.00 takes the rest. (714) 675-7170 after 6:00 p.m.

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OLDY BUT GOODY

'59 AJS (80CS) 500cc single. Enduro/desert ready. Extremely clean $300. (213) 567-8240.

GOOD NEWS! NPG has expanded to better serve the growing market. For all of you that have had to wait for deliveries, thanks for being patient. NPG Lubricants, P.O. Box 2037, Mission Viejo, Calif.

SUZUKI 80 dirt bike – completely desert ready. Knobby tires, scrambler bars, racing seat, high comp. head & many extras. Must see to appreciate. ONLY $200. HURRY!! (213) 670-6966.

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FOR A FREE SAMPLE COPY OF State Cycle News (the Eastern States Cycle News) send 15¢ in coin or stamps to State Cycle News, Amherst, Ohio 44001.

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HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

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'68 GREEVES MX5B. Bash plate, Barnett clutch, new chain, Filtron etc. Nice condition, low miles, trailing only $600. Evenings (714) 537-9785.

'68 TR6 FRONT END. Clean and complete. Call eves. (213) 679-7742.

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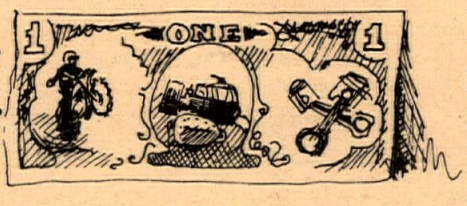

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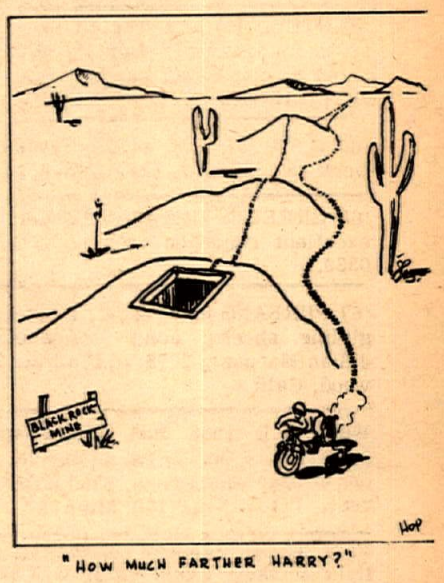

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